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MOTORSPORT NEWS

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LEWIS SERVES UP AN ACE IN THE QATAR DESERT

Hamilton edges towards rival Verstappen with another win P4

Frenchman signs off in style with triumph on the Monza Rally in Italy

EIGHT AND OUT FOR WRC CHAMPION OGIER

Ogier powered to a 54th career win and the title

Ingrassia and Ogier celebrate

By Nick Garton

Sebastien Ogier brought the house down at Rally Monza, ending his illustrious World Rally Championship career with an eighth drivers' championship title after taking victory on the event.

As the last-ever WRC round to be headlined by World Rally Cars before the introduction of the hybrid-powered Rally1 in 2022, Ogier gave his all to fend off British team-mate Elfyn Evans and claim his 54th win in the top flight.

Evans could potentially have denied Ogier the title if he had both won and netted maximum Powerstage bonus points. As it was, the Welsh ace was on the back foot after none of the other cars could match the pace that was set by the two Toyotas and he ended up in second place on the rally and in the title standings.

Ogier's co-driver Julien Ingrassia also earned his eighth World championship trophy before retirement, while Toyota secured the manufacturers' crown. Evans can now look ahead to being the man to beat in the new generation of WRC when it gets underway in 2022.

Full report p16

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Wilwood brakes kits from £299.51 £359.41

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Classic Ford wheels from £69.00 £82.80

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Escort Mk1 front screen rubber	£24.92	£29.90
Escort Mk1 rear screen rubber	£23.92	£28.70
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Escort Mk2 rear screen rubber	£29.08	£34.90
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Bonnet bump stop	pair	£6.20	£7.44
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Wiring loom bulkhead grommet		£6.90	£8.28
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Throttle pedal pad		£5.20	£6.24
Brake and clutch pedal pads	pair	£8.00	£9.60
Shock absorber top caps	pair	£13.90	£16.68
Rear bumper side plugs, set of 4		£9.90	£11.88
Oil line bulkhead grommet		£5.10	£6.12
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COMMENT

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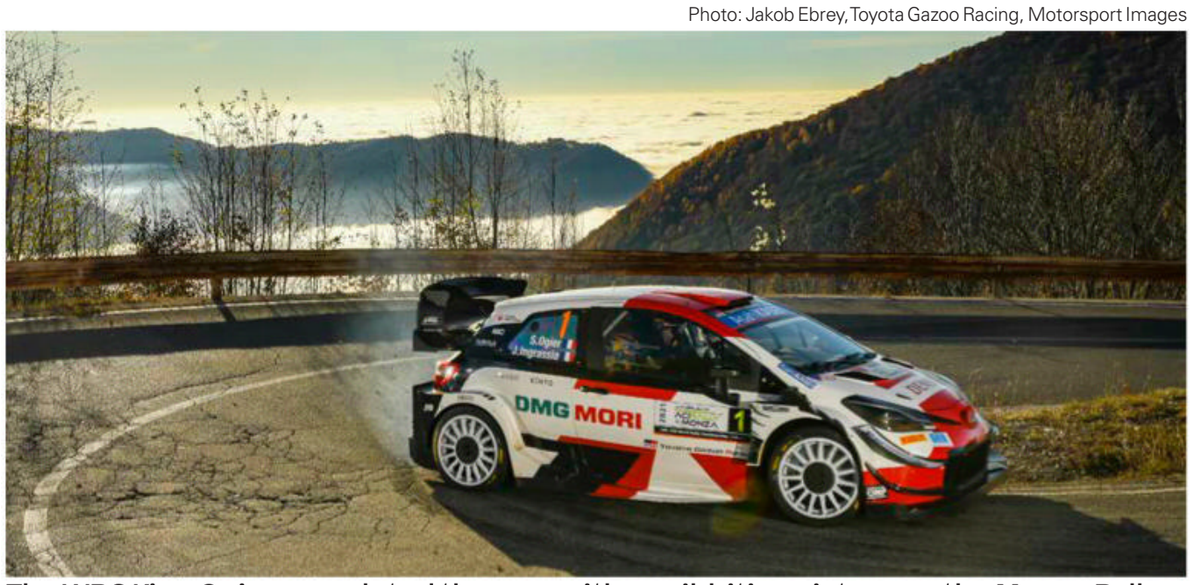

The WRC King Ogier completed the year with a nail-biting victory on the Monza Rally

SIGNING OFF IN THE FINEST STYLE

And so it is a partial farewell to Sebastien Ogier, as he strides out of the World Rally Championship service park with an eighth championship trophy tucked firmly under his arm. It won't, of course, be too long before the Toyota man walks back into the heart of the action, but his part-time campaign in 2022 will not bring him the decorations he has been used to over the last nine seasons.

The Toyota Gazoo Racing Yaris pilot said that claiming another title – which took him to within one of his record-breaking countryman Sebastien Loeb – was far from easy but it was the perfect way to sign off his tenure as a full-time competitor in the top-flight.

Five wins – including last weekend's Monza Rally – from the 12 rounds in 2021 would seem like an easy path to the silverware, but he was pushed every inch of the way by team-mate Elfyn Evans. The Welshman's battle in Italy was a long shot, but the ebb and flow of the rally lead showed that he was leaving nothing on the table when it came to pushing the French master.

And what a difference 12 months make. Elfyn was in with a shot 12 months ago too, but his final flourish faded with a whimper and a bang as he went off the road. When the pressure was ramped up this time, there were no errors and it is another signal that the 32-year-old has made even more progress in his career. With no Ogier on the other side of the garage in the service park in 2022, this will be his chance to shine and he will be desperate to grab it with both hands.

Lewis Hamilton knows all about grabbing chances, and he did so again in Qatar last weekend when he put on one of his typical masterclass drives. Even without Max Verstappen's grid penalty, it was highly unlikely that the Mercedes man would have been knocked off his stride as he aimed to narrow the gap to the summit of the points table. Both Lewis and Max are simply in a class of their own at the moment, as was proven by the gap between them and the rest in the desert. The now two-race showdown for the championship will be one of the most intense fights that Hamilton has ever known and it is a lip-smacking prospect.

In this issue, we also have a report from the season climax of the British Rally Championship, which was another one-on-one fight. While congratulations are due to now three-time title winner Matt Edwards, it is hard not to feel sorry for the defeated Osian Pryce. Motorsport truly is all about the smallest of margins.

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Welshman pipped to title by Toyota team-mate on Monza Rally

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Q&A: Roberto Moreno's rise to the top

The charismatic Brazilian reflects on a career that has now come full circle

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The BTCC lowdown: The 2021 season reviewed

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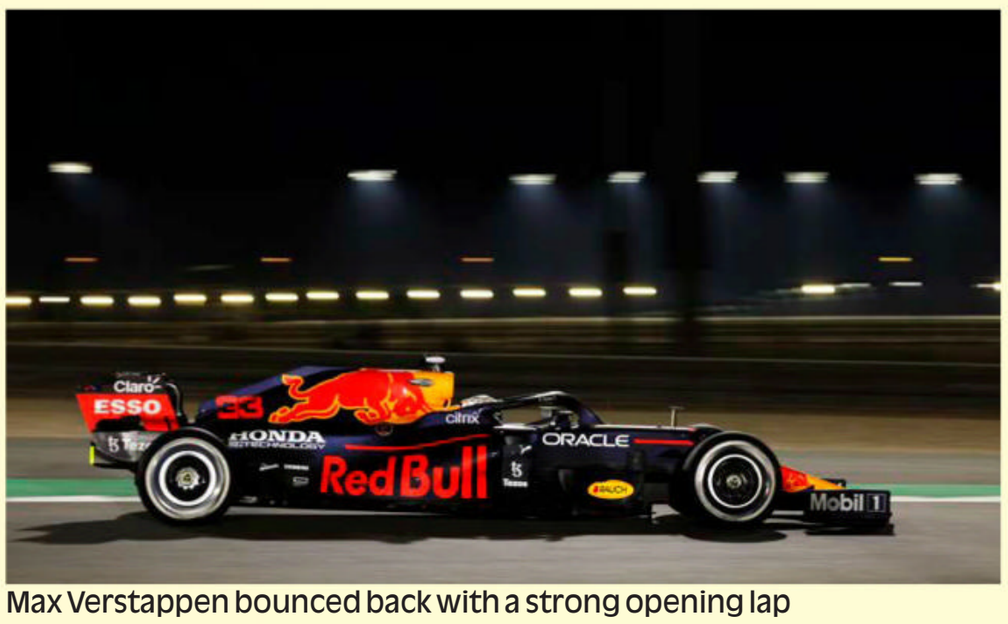
FORMULA 1 REPORT: QATAR

Photos: Motorsport Images

Hamilton was in command throughout



Max Verstappen bounced back with a strong opening lap

HAMILTON KEEPS UP THE TITLE PRESSURE ON MAX

Merc man fought back supremely in Qatar. By James Roberts

This was as close as the others got to Hamilton

Alonso had a nervy time at the end of the Qatar race

F1 RESULTS

QATAR GRAND PRIX

Laps: 57 **Track:** Losail International Circuit

	DRIVER	TEAM/CAR	TIME
1	Lewis Hamilton	Mercedes	1h24m28.471s
2	Max Verstappen	Red Bull-Honda	+25.743s
3	Fernando Alonso	Alpine-Renault	+59.457s
4	Sergio Perez	Red Bull-Honda	+1m02.306s
5	Esteban Ocon	Alpine-Renault	+1m20.570s
6	Lance Stroll	Aston Martin-Mercedes	+1m21.274s
7	Carlos Sainz	Ferrari	+1m21.911s
8	Charles Leclerc	Ferrari	+1m23.126s
9	Lando Norris	McLaren-Mercedes	-1 lap
10	Sebastian Vettel	Aston Martin-Mercedes	-1 lap

11 Pierre Gasly (AlphaTauri-Honda) -1 lap; 12 Daniel Ricciardo (McLaren-Mercedes) -1 lap; 13 Yuki Tsunoda (AlphaTauri-Honda) -1 lap; 14 Kimi Raikkonen (Alfa Romeo-Ferrari) -1 lap; 15 Antonio Giovinazzi (Alfa Romeo-Ferrari) -1 lap; 16 Mick Schumacher (Haas-Ferrari) -1 lap; 17 George Russell (Williams-Mercedes) -2 laps; 18 Nikita Mazepin (Haas-Ferrari) -2 laps; 19 Nicholas Latifi (Williams-Mercedes) 50 laps/puncture; 20 Valtteri Bottas (Mercedes) 48laps/puncture. **Drivers' championship:** 1 Verstappen 351.5 pts; 2 Hamilton 343.5; 3 Bottas 203; 4 Perez 190; 5 Norris 153; 6 Leclerc 152. **Constructors' championship:** 1 Mercedes 546.5 pts; 2 Red Bull 541.5; 3 Ferrari 297.5; 4 McLaren 258; 5 Alpine 137; 6 AlphaTauri 112.

Norris missed out on fourth place with tyre dramas

It might be a year until Qatar hosts the football World Cup, but the talk of penalties has already dominated the sporting action in this desert landscape. After qualifying on the front row behind polesitter Lewis Hamilton, on Sunday morning Max Verstappen was awarded a five-place grid penalty for not slowing under yellow flags on his final qualifying lap. As a result he was demoted to seventh on the starting grid.

But in much the same way Hamilton had responded to the punishment he received at the previous race in Brazil, the penalty handed to Verstappen only served to fire him up. A superb start and brilliant opening laps by the Dutch driver quickly put the Red Bull back into second place – and that's where he finished, behind race winner Hamilton – after 57 frantic laps around the Losail International Circuit.

Formula 1's first foray to Qatar was the last race in a triple-header, but also the first in the final three grands prix of the season, all taking place in the Middle East. Even before the floodlights had been switched on in Losail, the stewards were busy discussing Verstappen's robust driving in Brazil. Mercedes had asked for a right of appeal for his Interlagos antics, but that was thrown out. Instead he was punished for not slowing sufficiently in qualifying.

In the dying moments of the Q3 session, the AlphaTauri of Pierre Gasly had come to a halt on the start-finish straight after running wide over a kerb, which had broken his front wing and cut his right-front tyre.

Despite no light display around the track or on his steering wheel, Verstappen approached the scene and admitted he didn't see the yellow flag, so was handed a penalty. It seemed as if race control had a revolving door for the drivers and representatives of both the Mercedes and Red Bull teams in Qatar, as Valtteri Bottas was also demoted three places. Then later, when team boss Christian Horner vented his frustration at the grid drop, describing the flag waver as a "rogue marshal", he too was hauled up to see the stewards for his comments – for which he subsequently apologised.

Horner had spent the weekend querying how Mercedes had found straightline speed gains and was applying pressure to ensure the wing's legality. A photograph emerged which showed curious 'scoremarks' on the Mercedes endplate - which Horner directly quizzed his Mercedes counterpart in the FIA press conference on Friday. Yet despite complete legality, Horner hasn't ruled out a potential protest in the future…

Like in Brazil, much of the duelling over this tight World championship battle was being fought off the track. On it, Hamilton drove a commanding race at this newest F1 venue and was never threatened by his rival behind. In the closing stages the fight was over the extra point for fastest lap. This was the difference between Verstappen leaving Qatar with an eight-point – or if it went to Hamilton – just a six-point advantage in the drivers' standings.

After pitting on the penultimate lap for a fresh set of softs, the point went to Verstappen who was aided by a late-race virtual safety car that had slowed Hamilton on his final lap.

The VSC appeared to recover the stricken Williams of Nicholas Latifi that had suffered an unexpected puncture. The same fate had also befallen other one-stop runners: Valtteri Bottas, Lando Norris and George Russell. The high-loadings experienced by the left-front in addition to a few high-profiled kerbs had led to the unfortunate loss of pressure in the tyres.

Both leaders and fourth-placed Sergio Perez had run two-stop strategies and the Mexican's chance of a podium was also scuppered by the late-race VSC. He was closing on Alpine's Fernando Alonso, who had made just the one-stop and was nursing his left-front tyre. The Spaniard brilliantly held on to score his first top-three finish for seven years.

With two races to go and just an eight-point lead for Verstappen, a second-consecutive win for Hamilton is a significant result in this terrific campaign.

"The race was made a lot easier with the penalties that the guys got for the mistake they made yesterday, so that made it a lot more straightforward," said Hamilton. "I was just managing the gap at the front, keeping the car safe, trying to maximise and bring the car home."

Next stop: the Jeddah Corniche in a fortnight, for another wild ride in the desert…

Alonso licking his lips at the prospect of a title battle for Alpine

Fernando Alonso says he would relish a title fight next year, after scoring his first Formula 1 podium for seven years.

The Spaniard, 40, held on to third behind Lewis Hamilton and Max Verstappen at the Qatar Grand Prix and hopes he has the equipment to fight for outright honours in 2022.

"It's difficult to predict what will happen, but I'd love to be in the title fight with them," said the two-time World champion.

"There is a reset for everyone next year and it is up to us to produce a fast car. It's not like this year where the cars are a carry-over, so if we are in that position, I feel strong and I feel ready to take on the battle."

Alonso has set a new record the longest gap between podiums – 105 races – that stretches to 2014's Hungarian Grand Prix.

Norris left fuming as battle for third in the constructors hots up

McLaren faces an uphill battle to overcome Ferrari for third in the constructors' battle after slipping to nearly 40 points behind its old rivals.

Lando Norris was running in fourth in the closing stages of the Qatar Grand Prix when a puncture dropped him to ninth at the flag - behind both Ferraris.

It was an unsatisfying end for the Woking team that was celebrating its 900th F1 start last weekend.

"The puncture ruined everything," said the British driver. "We tried so hard and put so much effort in and it's disappointing to finish like this for something that wasn't our fault."

McLaren team-mate Daniel Ricciardo finished outside the top ten after his race was compromised by a fuel issue. Both Williams drivers also suffered punctures in Qatar which Pirelli say are connected to the high-serrated kerbs that also damaged floors, chassis and wings across the weekend.

RACING NEWS

ZHOU COMPLETES 2022 F1 LINE-UP WITH ALFA ROMEO

Formula 2 race winner to graduate to grand prix racing as the first Chinese driver

Photo: Motorsport Images

Zhou has tested for the Alpine team

By Matt James

Guanyu Zhou will become China's first grand prix driver having secured the final Formula 1 seat for the 2022 grid with Alfa Romeo.

The 22-year-old, who is second in the FIA Formula 2 standings with six races remaining, has been confirmed as team-mate to Mercedes refugee Valtteri Bottas for the Ferrari-powered team.

Frederic Vasseur, team boss of the Alfa Romeo F1 effort, said he thought the blend of the two drivers would be perfect for the squad in 2022.

"I think the combination is an important topic, that Valtteri is very experienced, he is doing well," said Vasseur. "[Zhou] did a fantastic second part of the season this year and he will bring to the team his own experience and alongside we will have a rookie coming from F2. It's important for a rookie to have a reference…"

Outgoing driver Antonio Giovinazzi took to social media after the announcement last week and called the F1 driver market "ruthless", which drew a rebuke from the Alfa boss.

"You can imagine that I was not very happy," said Vasseur, "but on the other hand I can understand that it was quite emotional for him. We had a discussion. Now he knows perfectly that he has to stay focused in the next events."

PIASTRI TO FOCUS ON ALPINE RESERVE ROLE IN 2022

Formula 2 points leader Oscar Piastri will step down from racing next season to concentrate on his new role as the Alpine Formula 1 reserve driver for 2022.

The 20-year-old will replace Russian racer Daniil Kvyat in the role.

Australian Piastri is 36 points clear in the race for the F2 crown with six races remaining.

The Melbourne-born racer, the runner-up in the British Formula 4 championship in 2017, said: "I'm looking forward to being much more involved with the team and contributing to its intended success next season. The reserve driver role is the next step towards my aim for a race seat in 2023, which is very exciting.

"I've proved myself in the junior formulas over the last couple of years and feel like I'm ready for Formula 1 now; along with the trackside experience at race weekends, we will put together a substantial test programme in order to keep developing myself to grow even more prepared for a race seat."

Aussie will eschew racing

OBITUARY

Tony Dron 1946-2021

Glowing tributes have been paid to racer and journalist Tony Dron, who died last week aged 75 after a period of illness.

Dron was a true racing journo as his skill behind the wheel was matched by his ability behind the keyboard.

As a youngster, Dron qualified at the College of Aeronautical and Automobile Engineering and won the Sir William Lyons Award in 1968 for his writing. At the same time he started racing in the early years of Formula Ford at the beginning of more than 40 years of racing.

He was perhaps best known on track in a works Triumph Dolomite Sprint in the British Saloon Car Championship of the 1970s and also raced a Dolomite-engined March 763 in British Formula 3 in 1976. Later, he won the Group 4 class at Le Mans in 1982 in a Porsche 934 run by Richard Cleare. In fact, he enjoyed considerable national success in a variety of Porsches.

More recently, he turned his attention to historic racing and won the Sussex Trophy at Goodwood Revival on three consecutive years. He was editor of Thoroughbred and Classic Cars for a decade from 1983, wrote several books and was a freelance writer for the Daily Telegraph and Octane before retiring in 2017.

Above all, Tony Dron was a gentleman in the best tradition and MN sends sincere condolences to his family and many friends across the sport.

Paul Lawrence

No change: All the same at McLaren

McLAREN DENIES SALE AS VW F1 INTEREST RAMPS UP

Bosses of the McLaren team have rejected claims that the group, including the Formula 1 team and the road car division, have been bought out by Audi.

After press reports last week, the firm issued a statement. It read: "McLaren Group is aware of a news media report stating it has been sold to Audi. This is wholly inaccurate. McLaren's technology strategy has always involved ongoing discussions and collaboration with relevant partners and suppliers, including other carmakers, however, there has been no change in the ownership structure of the McLaren Group."

The rumours were sparked by the Volkswagen group's ongoing interest in F1, and the German conglomerate, which owns the Audi and Porsche brand, is said to be interested in supplying a grand prix powerplant, possibly from the start of the 2026 season.

Sources in the F1 paddock have said that VW could either link up with Red Bull, or join forces with McLaren as a technical partner.

GROSJEAN'S FAREWELL F1 MERCEDES TEST SET FOR 2022

Romain Grosjean has told Motorsport News that his farewell Formula 1 test with Mercedes should take place next year after it was postponed several times during 2021.

IndyCar 2021 debutant Grosjean survived a spectacular fiery F1 accident at Bahrain late last year and Mercedes has offered Grosjean a test so that the crash is not his final F1 act.

Grosjean told MN: "[We have] been trying really hard to find dates, we had one in the French Grand Prix then the French Grand Prix got moved so we kept the testing date, but then French put a quarantine on UK people so the team couldn't come.

"Another date in mind didn't work, then we had another date but I couldn't make it back on time from California, and then end of October they gave me two dates and very selfishly I replied that Silverstone end of October the chances of it being wet is quite high.

"So we've postponed to 2022 to get a dry day in the car and a lot of fun."

Grosjean also gave an update on his hand injuries sustained in the Bahrain crash. "I did the full season without any issue, I had to get surgery two weeks ago to remove some of the burn on my fingers, because they were still quite painful and everyday life wasn't great.

"It's going to be amazing, it's all going to be [unmarked] in two weeks. And then I need to do some rehab because I can't bend [fingers all the way] right now."

Grosjean will get 2022 test drive

Advertising enquiries: 01732 446757

RACING NEWS

Mills was frustrated

MILLS UNHAPPY WITH WALTER HAYES TROPHY OFFICIALS' DECISIONS

Youngster Tom Mills has expressed frustration at perceived treatment from officials at the recent Walter Hayes Trophy.

Mills got a semi-final 13-second penalty for contact with Matt Cowley, dropping him from fifth to 23rd on the final's grid. The 16-year-old finished the final 19th after contact with Jonathan McMullan.

Mills told Motorsport News: "I feel [it was] a complete racing incident in the semi. The clerk said even though it wasn't intentional it's still classed as causing a collision.

"We appealed that, went to the stewards, but they said 'we agree with the clerk's decision'. The CEO of Motorsport UK [Hugh Chambers] was there; I don't think they were going to go against what other people are saying.

"[After the final] without looking at my footage [the clerks] said we're ready to disqualify you and give you four points on your licence. When I showed him my footage you could see I was fully alongside and he was like 'oh yeah'. It felt like they were all against me at the end."

Chambers told MN: "I was there as a guest of the officials as an observer. I sat through two stewards' judicials and I was scrupulous in following the protocol which is that I offered no comment or observation, that it was entirely down to the stewards. The stewards' process is an incredibly sacrosanct process."

Photos: Porsche GB, Jakob Ebrey

Smalley is next Porsche Junior

Smalley beat a high-quality multi-champion final four

ADAM SMALLEY NAMED AS PORSCHE GB'S 2022-2023 JUNIOR DRIVER

Ginetta GT4 Supercup champion beats off strong competition to win "one of UK motorsport's most coveted opportunities" and gets a £85,000 Carrera Cup GB boost for the next two seasons

By Graham Keilloh

Newly crowned 2021 Ginetta GT4 Supercup champion Adam Smalley has been announced as the Porsche GB Junior for 2022 and 2023, winning out in the four-strong final shootout.

Smalley, 20, beat competition from new British GT4 champion Gus Burton, new Porsche Sprint Challenge GB champion Theo Edgerton and 2021 National Formula Ford 1600 pacesetter Alex Walker.

The four young drivers, picked from over 50 applicants including via a 12-strong interview stage, were put through a multi-faceted assessment day on and off-track at Silverstone in early November. This included taking to the International circuit in Carrera Cup GB's new 510bhp 'Type 992' 911 GT3 Cup for qualifying and race simulation runs. The assessment panel included the outgoing Porsche GB Junior and 2020 Porsche Carrera Cup GB champion Harry King plus 2021 Carrera Cup GB runner-up Lorcan Hanafin.

Smalley gets a £85,000 budget contribution for both of the next two Porsche Carrera Cup GB seasons and entry into the Porsche motorsport pyramid.

Smalley succeeds as Porsche GB Junior King, Dan Harper, Charlie Eastwood and Josh Webster: all won the Carrera Cup GB title while on the programme. The majority of current Porsche factory drivers are ex-Juniors.

Porsche Cars GB's motorsport manager James MacNaughton said: "The Junior programme is incredibly important to us, it is one of UK motorsport's most coveted opportunities.

"All four drivers put in very impressive and determined performances on the day, proving to us that they really wanted to be the Porsche GB Junior for the next two years. Our decision process was as difficult as always, but Adam emerged ahead."

MSV MARKS BRDC JUNIOR SINGLE-SEATER PARTNERSHIP DECADE

The GB3 championship has rebranded as 'GB3 Championship Partnered by the BRDC' as the category in 2022 reaches the 10th successive season of its relationship with the British Racing Drivers' Club.

GB3 organiser MotorSport Vision has also announced the existing BRDC support will expand to include the new GB4 championship.

The history between the BRDC and MSV dates back to the GB3 championship's inception as BRDC F4 in 2013. The benefits from the partnership for GB3 and GB4 drivers include entry to the BRDC Clubhouse at the two rounds on the Silverstone Grand Prix circuit, high-profile media support, carrying BRDC logos and the GB3 champion will continue to be awarded the specially commissioned Jim Clark Trophy presented at the BRDC annual awards.

Tom Lebbon will continue in GB3 next season with Elite Motorsport. Lebbon finished ninth in the standings last year on his category debut with Elite, having won the Ginetta Junior title with the same team in 2020. The 16-year-old says his aim is to challenge for 2022's GB3 title.

Frederick Lubin, who raced in GB3 this season with Arden, will meanwhile compete for Evans GP in the 2022 Asian F3 championship, the five-round schedule of which starts in January.

GB3 and GB4 drivers get benefits from the BRDC link

British F4 drivers to get Academy development boost

MOTORSPORT UK ACADEMY TO SUPPORT BRITISH F4

Driver development within the British Formula 4 championship will be boosted from next season with support from the Motorsport UK Academy available to every driver on the grid.

Motorsport UK is British F4's new organiser and the Academy is the governing body's performance pathway. F4 drivers will be invited to a pre-season camp alongside family members and team personnel for a two-day programme focusing on nutrition, fitness, communications and performance.

Further there will be expanded attendance at race meetings by Academy coaches, offering a wider range of driver briefing resources, opportunities for one-to-one performance coaching and an improved, FIA-mandated data coaching programme.

Motorsport UK's competitors pathway manager Katie Baldwin said: "Motorsport UK Academy's vision centres on identifying and supporting talented athletes as they progress through the sport, so to be actively involved in driver development in British F4, the first step on the FIA's Single-Seater Pathway, is a very exciting opportunity.

"We're looking forward to working closely with the organisers, teams and drivers in the near future."

MINI CHALLENGE TROPHY ADDS PEMBREY TRUCK VISIT

The Mini Challenge Trophy next year will join the British Truck Racing Championship at three meetings on an expanded calendar that includes the current Trophy cars' first visit to Pembrey.

Although the Mini Challenge Trophy will, as in 2021, feature seven race meetings, the calendar expands from 17 races to 20. And for its May season opener the series joins the trucks for a triple header at Pembrey in south Wales.

It rejoins the trucks at Snetterton in September plus, for its season finale, the Brands Hatch Trucks and Fireworks weekend in November.

As was the case last year, three Mini Challenge Trophy rounds support the British Touring Car Championship – this time two Thruxton rounds either side of a trip to Croft – while its October Donington Park meeting, the penultimate round of the season, runs alongside Britcar.

Entries are open now and details of the JCW 2022 calendar will follow once its own entries open.

CALENDAR

Mini Challenge Trophy 2022

RACES	DATE	VENUE
Test Day	April 14	Thruxton
1, 2 & 3	May 6-8	Pembrey
4, 5 & 6	May 28-29	Thruxton
7 & 8	June 24-26	Croft
9, 10 & 11	Aug 26-28	Thruxton
12, 13 & 14	Sept 16-18	Snetterton
15, 16 & 17	Oct 21-23	Donington Park
18, 19 & 20	Nov 4-6	Brands Hatch Indy

Mini Challenge Trophy gets three more races in 2022

Photos: Praga, Rachel Bourne, Graham Holbon

Stars Broadbent (c) and Morton (r) will be back in Pragas next year

BROADBENT AND MORTON BACK IN PRAGAS IN 2022

Two of Praga's high-profile 2021 debutants will be back for more in the car's new one-make contest next season

By Graham Keilloh

Esports and YouTube star Jimmy Broadbent and ex-SAS soldier and Everest summiteer Jay Morton will continue racing high-performance Praga R1s next year in the car's inaugural one-make Praga Cup

Broadbent and Morton both made their on-track racing debuts among Praga's 'guest drivers' this season in the R1's class in Britcar, and both took race wins.

Now both will return in 2022 in two of three factory Praga R1s in the Praga Cup. Morton will pair with Ben Collins while Broadbent's partner is to be confirmed.

Broadbent told Motorsport News: "Really really happy to be back in the Praga because we really hit our stride in the last round at Donington [where Broadbent won twice], so it's 'oh great and now that's it'.

"It makes sense to keep going. Now the idea is to build on what we did this year and get more wins and see if we can go any further.

"I'm really looking forward to it now. This time last season I was so nervous and now I'm like 'yeah I can't wait'."

Morton told MN: "If we'd finished this season and I didn't get a chance to race next season I'd be genuinely gutted. I felt like I have way more to offer in the car, I'm aiming for that to really come into its own next season.

"He's [Collins] a great partner to have, he's got so much experience and it's good to watch what he does and absorb all the information and run through the data with him."

CAMERON HAILS ROR TURNOUT AND DRIVING STANDARDS

Mission Motorsport founder and boss James Cameron has hailed the on-track return of the Race of Remembrance at Anglesey 10 days ago.

The 12-hour remembrance weekend event, run by the Mission Motorsport charity that supports service veterans' rehabilitation via motorsport, returned as an on-track contest after being called off in 2020 due to Covid, though online-based activities still took place.

Cameron said: "[It] was a really difficult thing to run post-Covid, but 53 teams on the grid is amazing. But most importantly for us it's just the most extraordinary opportunity for our beneficiaries to be working up and down the pitlane on a whole variety of cars. It's been a massive success."

Cameron reserved particular praise for the event's driving standards. "It's been really extraordinary," he said. "Twelve hours of multi-class racing on a circuit as demanding as this, in the dark, requires people to be driving at a level of concentration and a higher standard than I think you would see anywhere else.

"We've been incredibly impressed by the high standard of driving of all of the entrants that have resulted in so few incidents."

Overall winner Rob Boston concurred: "The event gets better every year. The driver standards were the best they've ever been."

Cameron called 53-team Race of Remembrance "a massive success"

POPPY POWER

The latest Race of Remembrance was the scene of the debut of the event's third 'poppy car', this time a Lotus Exige Cup 430. The poppy car is the race's safety car, and used by the race-organising charity Mission Motorsport in a variety of ways, and the Lotus's livery was designed and wrapped by the charity's beneficiaries. Its thousands of poppies include 635 individually cut and placed reflective poppies in tribute to British service personnel lost in Afghanistan and Iraq. The car also is one of the model's final examples off the production line.

SHORTS LAMENT FOUL LUCK ON RACE OF REMEMBRANCE DEBUT

Le Mans frontrunner Martin Short and rapid son Morgan lamented their bad luck in losing class victory on their Race of Remembrance debuts 10 days ago.

The father-and-son duo raced together this year in the C1 Challenge 24 Hour race and at Classic Sports Car Club's recent Slicks Series race, both at Silverstone, and they paired up again for the Anglesey event alongside Craig Denman in a Class E BMW 116i, at the instigation of event co-founder Stephen Docherty who helped Morgan in his MG Cup racing this year.

The BMW built a lead of over a lap with two four-minute pitstops in hand, but was stopped by Sunday-morning engine failure.

Short Jr and Sr lost likely class victory in Wales

"Very disappointing, just a freak breakage in the engine somewhere," Morgan said. "We weren't pushing the car at all, we were comfortable. But it's just a race, and seeing all the heroes here this weekend and the service, that's what this weekend is for, it's not for us to have a trophy."

Martin added: "The most amazing thing is we were all so close on the timing, the car was really easy to drive. I'd never driven Anglesey before, obviously Morgan hadn't. It's a cracking little track, like Cadwell Park with straights."

IN BRIEF

R Racing to BGT

R Racing, which took Aston Millar to this year's Ginetta Junior title, plans to expand into British GT's GT4 class next season with the Aston Martin Vantage. Sixteen-year-old Josh Miller, who finished eighth in this year's Ginetta Junior standings with the team, is its first confirmed driver. R Racing, formed in 2019, evaluated several expansion options, including in single-seaters.

Combe dates

Castle Combe Racing Club has confirmed 2022's racing dates at the Wiltshire track. The eight-meeting schedule starts as traditional on Easter Monday, and includes a mid-July Classic Sports Car Club weekend. CCRC has recently confirmed its season-closing Autumn Classic and Finals Day events have been moved a week earlier to avoid a Spa 6 Hours clash for the former event.

LEGENDS REVEALS 45-RACE 2022 CALENDAR

The Legends Cars national championship bosses have unveiled a 15-round 45-race schedule for 2022, just days after Miles Rudman secured 2021's crown .

The calendar contains three visits to the championship's spiritual home of Brands Hatch including for the American Speedfest in June.

The Legends year kicks off at Oulton Park, the championship's first visit to Cheshire since 2018, while in June a week after the American Speedfest round Legends returns to Anglesey for the first time since 2019.

Championship owner Phil Cooper said: "Importantly, we feature at five of the British Truck Racing Championship events and also race again as part of the huge American Speedfest at Brands Hatch, always a fantastic occasion.

"Everyone will be looking forward to returning to Oulton Park and it's also wonderful to be returning to Anglesey which has long been a favourite of the competitors. With a capacity grid expected, we can't wait to get started."

CALENDAR

Provisional 2022 Legends Cars National Championship

DATE	VENUE
April 2	Oulton Park
April 16-17	Brands Hatch*
May 7-8	Pembrey*
June 11-12	Brands Hatch**
June 18-19	Anglesey
Aug 20-21	Donington Park*
Sept 17-18	Snetterton*
Nov 5-6	Brands Hatch*

*supporting the British Truck Racing Championship
**American Speedfest

Legends in 2022 returns to Oulton and Anglesey

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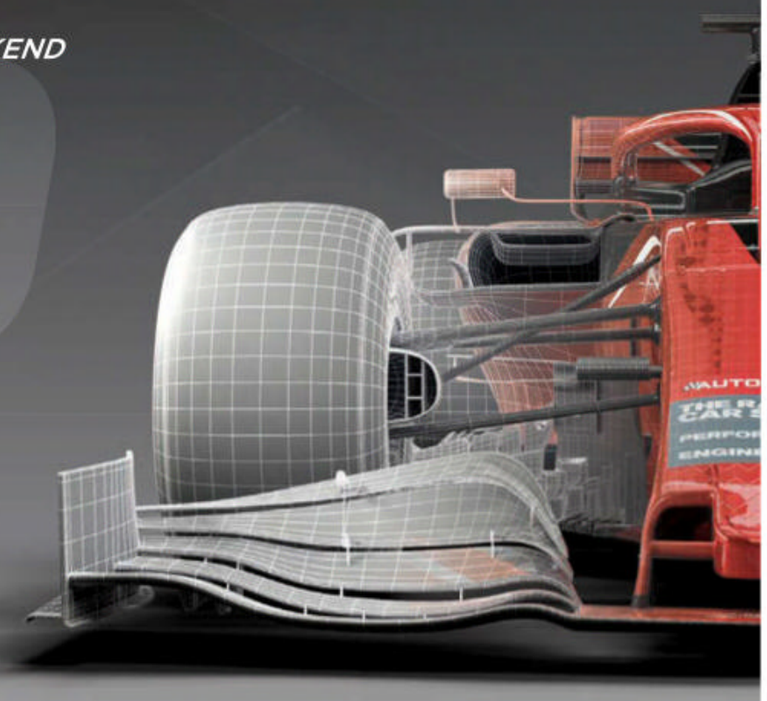

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RALLY NEWS

TOYOTA ENDS THE WORLD RALLY CAR ERA IN STYLE

Team claims ninth win and 2021 title sweep at era-ending Rally Monza

Photo: mcklein-imagedatabase.com

The 75% club: Toyota claimed nine wins from 12 events in 2021

The pairing of Ogier and Ingrassia will no longer top WRC order

By Nick Garton

The Toyota Gazoo Racing World Rally Team made a clean sweep of titles in this year's World Rally Championship at its final round, Rally Monza, last weekend as it claimed the drivers', co-drivers' and manufacturers' championship crowns.

At the end of Sebastien Ogier's full-time WRC career, he has 94 rally wins at the top level and his eighth drivers' title, with co-driver Julien Ingrassia also achieving the eighth season-long prize of his career.

Ogier stands down as the second most successful driver in WRC history after his compatriot Sebastien Loeb, and will contest a limited WRC schedule with Toyota in 2022 as well as an anticipated appearance with the Japanese giant's sister team at the Le Mans 24 Hours.

Ingrassia has meanwhile stepped from the cockpit of a works rally car for the last time. In 2022, the 41-year-old will be replaced alongside Ogier by Benjamin Veillas.

Toyota won nine of the 12 rounds held in the 2021 WRC season, with Ogier claiming five of them, British team-mate Elfyn Evans winning two and young Finnish star Kalle Rovanpera claiming two more.

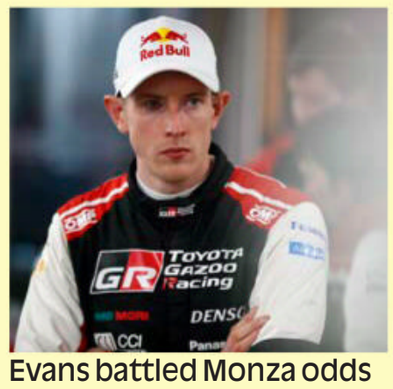
Of the three men, Rovanpera endured a difficult mid-season spell with the result that the drivers' championship boiled down to a two-way battle between Ogier and Evans.

Hyundai Motorsport arrived at Monza with an outside chance of retaining the manufacturers' title that it won in both 2019 and 2020, having won three rounds of the 2021 season. However, from the first stage on Friday morning the Toyotas were in indomitable form and the best that Hyundai could manage was to finish third, fourth, fifth and sixth. Britain's M-Sport finished third in the manufacturers' standings with its Ford-backed Fiesta WRCs.

After 25 seasons, Rally Monza also brought a close to the World Rally Car formula, which was debuted in 1997. The 2022 season, which starts in Monte Carlo next January, will be the first to be contested by hybrid-engined Rally1 machinery, which offers manufacturers shared technology such as a single common spaceframe.

Speaking during the team's victory celebrations, Ogier said: "It's without any words to be honest. I don't know what to say. I just feel kind of empty right now because it's always [an] exhausting season.

"We give so much into that and really I need this time also to go to every single team member and give them my, how to say, big thank you because without them we are nothing and they are world champion today as well. We are manufacturer, driver and co-driver champion and that's the best way to end that."



Evans battled Monza odds

EVANS FOCUSES ON 2022, HAILS CAREER OF LEGEND OGIER

Britain's Elfyn Evans fell short of winning the World Rally Championship in 2021 but goes into 2022 as the form man for the drivers' championship.

After a storming performance on Rally Monza, he logged his second runner-up position to the retirement-bound Sebastien Ogier in as many seasons.

Arriving in Italy with a deficit of 17-points, Evans had to take victory and maximum bonus points from the Powerstage, with Ogier finishing no higher than third, to stand a chance of claiming the crown. In the end none of their WRC rivals could catch either Toyota to aid Evans's cause, with the Welshman finishing 7.3 seconds behind his French team-mate.

"On one side [I'm] happy for the team," Evans said after the finish. "I am a bit disappointed for ourselves, you know… that's how it goes sometimes and obviously I want to extend my congratulations really to Seb and Julien on not only a fantastic year but a fantastic career as well.

"It's pretty good but nobody wants to finish second... [but] if you have to finish second to somebody it's not so bad with somebody with eight championships on his title but of course we're always aiming for one better."

Greensmith led the Fords home in Monza after inking 2022 deal

M-SPORT CONFIRMS GREENSMITH ALONGSIDE CRAIG BREEN IN 2022 FORD RALLY1 LINE-UP

Gus Greensmith inked a new contract with M-Sport during the build-up to last weekend's Rally Monza, securing the 24-year-old Mancunian driver's position in the World Rally Championship for 2022.

The deal brings Greensmith together with Ireland's six-time WRC podium finisher Craig Breen as the confirmed drivers in the M-Sport squad for 2022. It is anticipated that they will be joined by the team's rising French star Adrien Fourmaux, with a fourth works Ford Puma Rally1 entered on selected events, with persistent service park rumours placing nine-time World champion Sebastien Loeb at the helm.

As yet, there is no confirmation of who will co-drive for Greensmith; who partnered with Jonas Andersson for Rally Monza. The majority of the Briton's 2021 campaign was guided by veteran Chris Patterson, who has now retired from WRC competition.

Greensmith said: "I have been very happy with my improvements throughout the year and it means a lot to be representing the team going into 2022, where it seems that the guys and girls have done a fantastic job at creating a very competitive package."

M-Sport boss Malcolm Wilson added: "Gus is developing into a strong member of the team and I am looking forward to celebrating more success with him and the team next year."

FERNANDEZ CROWNED AS FIRST WOMAN TO CLAIM ERC TITLE

Alexey Lukyanuk claimed a fourth Rally Islas Canarias victory by winning 16 out of 17 stages on the European Rally Championship's season closer.

On the same event, Sara Fernandez became the first woman to land the ERC co-drivers' title since the championship began in 1953.

Fernandez co-drove Efren Llarena to the runner-up spot in the final standings behind Andreas Mikkelsen.

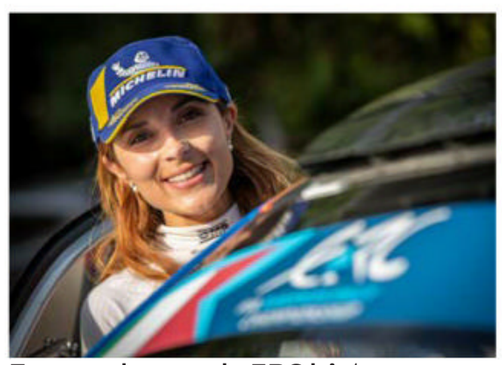
However, because Mikkelsen used three co-drivers across the season, including Briton Elliott Edmondson, Fernandez's participation on all eight events allowed her to challenge Poland's Szymon Gospodarczyk for the title. After Fernandez and driver Efren Llarena finished second behind Lukyanuk in the Canaries, she claimed victory by two points.

For Lukyanuk, his second win of the 2021 campaign came after he was forced to miss the previous round in Hungary for funding reasons.

That absence, plus his non-start in Czech Republic, hampered his bid for a third crown in his Sainteloc Junior Team Citroen C3 Rally2.

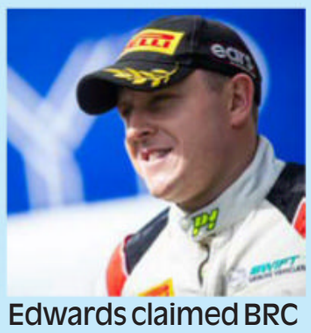
"Before the last stage I was thinking maybe it's my last stage in the European Rally Championship," said the perennially cash-strapped Russian.

"Maybe we will continue somehow, I don't know. But at the moment I'm happy and I don't want to look back or further ahead. It's been an era of incredible experience, emotions, highs and lows. I just want to keep this



Fernandez made ERC history

RALLY NEWS



Edwards claimed BRC

BRITISH RALLY CHAMPIONS CROWNED

Matt Edwards won his third British Rally Championship title in style in a thrilling battle with Melvyn Evans Motorsport team-mate Osian Pryce on the concluding Ulster Rally last weekend.

The Junior BRC title was also claimed by newly crowned Motorsport News National Rally Driver of the Year, William Creighton.

Welshman Edwards became the first three-in-a-row champion in BRC history since its founding in 1958, an achievement which resounded with the winner. "Everyone knows what the BRC means to me," Edwards said.

"This thing [the car] has been at all sorts of shapes and we have gone nuts to try and do the job… Huge credit to Melvyn Evans, who stuck by me, we could have easily not been here this weekend with all our budget problems after bouncing it off Mull and Cambrian [Rally] hedges."

Creighton had a more straightforward run to second place in their class to claim the Junior BRC spoils at home in Ulster. In his fourth season of competing in the category, and having come close in previous campaigns, he said: "I'm so delighted with the result and to finally get the Junior BRC title means so much."

Full report, P14

LEPLEY HANDED WILD CARD ENTRY TO FIA RALLY STAR CONTINENTAL FINAL

Fourth British contender joins the European elimination round of global talent search

Photos: Jakob Ebrey, Lou Johnson/MSUK

Lepley has taken the fight to R5 machinery in his Lancer

Lepley was among the 18 hopefuls at the British tryout

By Luke Barry

Motorsport UK has been offered a wild card entry for the FIA Rally Star global talent competition, which has been awarded to BTRDA regular George Lepley.

The FIA competition pits junior drivers early in their careers and virtual competitors who compete in rally simulation games against one another for the chance to win a dream drive towards the WRC. Each continental champion will win six 2022 outings in an M-Sport Ford Fiesta in the Junior WRC, with the pick of these drivers being handed a fully funded WRC2 campaign in 2023.

Lepley's fellow BTRDA competitor Rob Wilson won the UK final at Motorsport UK's Bicester headquarters last month and progresses to the European continental final in January alongside McLaren junior driver Katie Milner and gamer John Bebnowicz-Harris. The wild card completes an all-star British quartet.

"I'm not a gamer, I'm outside in the garage getting cars ready to go rallying," Lepley told MN.

"Between that I'm in the gym or out cycling trying to keep fit or going out to try and find sponsors to try and rally in the UK, but this is obviously the dream scenario where we could go and break the borders and go outside the UK and do some proper rallies."

After dominating class B13 in the BTRDA this season, Lepley has put his Mitsubishi E10 up for sale and will focus on the unexpected opportunity to join the Rally Star contest this winter, while furthering plans to compete in the 2022 British Rally Championship.

"Realistically we want to go down that route," he said. "It'd be nice to step up to do BRC events in an R5 car so we just need to get a budget together and see where we can go."

FORESTRY ENGLAND EXTENDS AGREEMENT TO 2022

Motorsport UK has confirmed that a temporary extension to its master agreement with Forestry England has been agreed for 2022, permitting the use of forests for motorsport events.

This continuation of the existing agreement was sealed after two test events – the British Rally Championship's Trackrod Rally Yorkshire and a round of the British Cross Country Championship in Kielder, both in late September – were used to underline Motorsport UK's commitment to towards staging sustainable events. Forestry officials were present at both events to decipher the viability of allowing motorsport organisers to continue using Forestry England land for rallies and to gain further insights towards longer-term planning.

No additional restrictions or guidelines have been deemed necessary for 2022, and rally organisers have been encouraged to continue working with their forestry liaison officers when planning events. Work is also ongoing between Motorsport UK and Forestry England to finalise a new master agreement that will come into effect from 2023 and will form the basis of meeting the increasing focus on sustainability being enforced on public land usage.

English rallying will retain classic forest stages in 2022

Pearson's stellar season tees up a full BRC1 tilt in 2022

FOUR-STAR PEARSON TARGETS BRC1 CAMPAIGN IN 2022

British Rally Championship National champion Garry Pearson is eyeing graduation into the main class of the series after a record-breaking 2021 season.

Pearson won the BRC National title after starting his campaign with a Mitsubishi Lancer E9 before switching to a Skoda Fabia R5. He also mopped up the BTRDA Gold Star, Scottish and Welsh crowns.

The Scotsman has BRC experience in R1 and R2 cars from 2012-14 but has only started one top-class event in a four-wheel-drive car back in 2017. That was the Pirelli International, where he had been running fourth overall before crashing. Fresh from completing his sweep of four British titles, Pearson told MN that a full BRC campaign is his logical next step.

"We'd certainly like to try and get a campaign for the full British championship," he said. "There's other things I'd love to do, maybe defending the Scottish [title]... I've really enjoyed the events in Wales, they've been brilliant, but I think ultimately I need to try and get the budget to do the British championship.

"I don't think I'll ever have a better platform or a better team around me to do that. Ultimately, we've got a big gap with where we need to be in funding, that goes without saying, but the guys that have been onboard this year, Asset Alliance Group, Pirelli and George Anderson Builders I'm sure will continue to support us and hopefully we can get some new guys onboard to help achieve the deficit."

Read next week's MN for a feature on Pearson's record-breaking 2021 season.

RETSON RESETS AFTER DEMOTIVATING JBRC CAMPAIGN

Finlay Retson skipped the Ulster Rally, cutting his Junior BRC season short after a bruising year.

Although the Scot claimed podiums on the Nicky Grist and Mull Rallies, his season was dogged by incidents such as fracturing his ankle on the Grampian Forest Rally and losing his gearbox on the Cambrian Rally and has put his car up for sale.

"We were talking about this a couple of weeks ago, me and my old man, and we've not actually had a clean rally… over the whole year we've probably only had 10 good stages," Retson told MN. "The pace this year has increased quite a lot which is good as it brings me on as well, it's a bit more exciting for the championship, but it's been a difficult year just for me personally to stay motivated."

Retson called time on a touch 2021 Junior BRC season

Italian icon will return to action in World RX and marathons such as Dakar with GCK

ELECTRIC INTEGRALE FOR 2022 WORLD RX

Heritage design to be reimagined for the electric era

By Hal Ridge

GCK Motorsport is set to build an all-electric Lancia Delta Integrale for the 2022 World Rallycross Championship, MN can exclusively reveal.

The Guerlain Chicherit-owned team has been a full-time entry in World RX since introducing its Prodrive-built Renault Megane Supercar in 2018. This season, GCK has run under the Unkorrupted banner having switched to only officially running alternative energy machines .

The French team will return to World RX with a race version of the Lancia Delta Evo-e, a retro-fit electric road car developed by sister company GCK Exclusiv-e.

Like all of the cars in World RX 2022, GCK's rallycross machine will be powered by a single-make electric powertrain kit developed by Austrian firm Kreisel. As part of its 2022 programme, the team will also compete in the Cross-Country World Championship with its biofuel GCK Thunder.

Former Dakar regular Chicherit has committed to driving in the Cross-Country series, although at present no driver has yet been named to anchor the ambitious team's World RX effort.

"I'm super excited for us to be returning to the World Rallycross Championship under its new electric banner," said Checherit. "The race format suits itself to deliver one of the most exciting racing spectacles in electric cars launched so far. It'll be a busy year for GCK Motorsport, with our commitment to not only World RX but also the Cross-Country World Championship, which the Dakar Rally will be the pinnacle of.

"A return to racing cross-country after so many years will be tough but I'm ready and looking forward to taking on this challenge with my team. Motorsport is going through a significant change at the moment, with the impact felt across industries – playing our part in developing some of this change is what has us all motivated every day."

ROAD RALLY ROUND-UP

Targa season provides feast of autumn action

Simon Heywood/Shaun Layland emerged as clear winners of the Exmouth Memorial Rally in slippery autumnal conditions.

Early leaders Iwan Davies/Dylan Jenkins built up a 25-second lead but had to withdraw early when their Ford Escort's sump guard became partially loose. Heywood/Layland moved up to take the lead and finished almost five minutes ahead of the field.

Matt Barker/Jordan Dziadulewicz narrowly beat Phillip Luxton/Oliver Luxton for the runner-up spot after the latter pairing dropped unnecessary minutes as they sat outside a control at which they were already late.

Ethan Davies/Nick Bloxham were the fastest crew of the night, but added 15 minutes to their total after a wrong approach at a Passage Control in the first half. Top seeds, George Williams/Cadog Davies retired with a failed clutch.

The Primrose Trophy Rally was stopped at the halfway point by the police. However, Richard Hunter/Gary Evans were declared the winners after taking fastest time over the critical Trough of Bowland section. The result secured Hunter the ANWCC drivers' title.

Ian Mills

Results

Exmouth Memorial Rally
Organiser: Exmouth Motor Club **When:** November 13-14 **Where:** Devon **Championships:** ASWMC **Route:** 130 miles **Starters:** 51.
1 Simon Heywood/Shaun Layland (Honda Civic) 8m16s; 2 Matt Barker/Jordan Dziadulewicz (Peugeot 206) +4m42s; 3 Phillip Luxton/Oliver Luxton (Rover 25); 4 Pete Stimson/Mark Butler (Ford Sierra); 5 Ethan Davies/Nick Bloxham (Ford Puma); 6 Dave Webb/Jacob Williams (Daihatsu Sirion); 7 Ashley Rice/Trevor Disney (Mini Cooper); 8 Tim Owen/Sophie Louise Buckland (Peugeot 206); 9 Lyle Merchant/Jamie Wilson (BMW 318Ti); 10 Keith Lane/Martin Lane (Ford Ka).
Class winners: Semi-Experts: Luxton/Luxton; Novices: Lewis Ayris/James Dempster (MG ZR)

Primrose Trophy Rally
Organiser: Clitheroe & District Motor Club **When:** November 13-14 **Where:** Lancashire **Championships:** ANWCC & EMAMC **Route:** 140 miles **Starters:** 45.
1 Richard Hunter/Gary Evans (Ford Escort) 1m45s; 2 Darren Moon/Jonathan Webb (Escort) +36s; 3 Tony Harrison/Phil Savage (Proton Satria); 4 John Gornall/Martin Gornall (Peugeot 206 GTi); 5 Jon Bossen/Rob Bryn Jones (Escort); 6 William Banks/Darren Ikin (Vauxhall Nova); 7 Ben Mitton/Levi Nicholson (Rover 100); 8 Myles Gleave/Hugh Gleave (Peugeot 205); 9 Danny Cowell/Paul Holmberg (Subaru Impreza); 10 Chris Farrell/Andrew Lowe (BMW Compact).
Class winners: Masters: Bossen/Jones; Experts: Gornall/Gornall; Semi-Experts: Mitton/Nicholson; Novices: Daniel Poole/Irvine John Holtom (Vauxhall Corsa)

5 NATIONS RX ENDS EARLY

The British Rallycross Championship 5 Nations trophy season has been declared, with champions confirmed in each of the support categories after a host venue for the planned final could not be agreed.

Series bosses previously announced that the intended Spa-Francorchamps finale in December had been cancelled due to work required to the circuit and the Covid situation in Europe, but that an alterative venue to conclude the season was being sought.

Talks were also held with Mondello Park, but ultimately the series wasn't able to secure an economically viable solution. The standings in the headline Supercar class, currently led by Derek Tohill, is subject to an ongoing enquiry by Motorsport UK and will be announced in due course, while champions have been crowned in the supporting classes as follows:

Supernational: Jason Bleasdale (Vauxhall VX220); **Junior:** Max Langmaid (Suzuki Swift); **Swift Sport:** Max Weatherley (Suzuki Swift); **Super1600:** Craig Lomax (Citroen C1); **BMW Mini:** Stephen Brown (BMW Mini); **Mini All4:** Martin Hawkes (All4 Mini); **RX150:** Patrick O'Donovan (RX150 Buggy); **Electro:** Dan Welch (Fiat 500).

SCOTTISH TARMACK: BY JOHN FIFE — NOVEMBER 21

GROUNDWATER ENDS VICTORY DROUGHT IN MILLTOWN

Barry Groundwater notched his first rally win for 17 years on the Milltown Stages, co-driven by Michael Hendry.

The results meant that even though he didn't finish, Alistair Inglis clinched the 2021 Scottish Tarmack Rally Championship title.

Groundwater set the pace over the first two stages in his Subaru Impreza WRC with Inglis and his co-driving brother Colin playing catch-up in their Ford Fiesta R5. A determined charge from the points leader, aided by a massive double spin from Groundwater, swept him into the rally lead but on the next stage a rear hub broke, stranding the Ford on the stage.

Scott MacBeth and Neil Shanks recovered from a huge spin in SS1 to take the runner-up position in their Mitsubishi Lancer E9 with the 1600 class-wining Peugeot 206 of Des Campbell and Craig Forsyth revelling in the muddy, slippery conditions to take third.

The only driver who could have challenged Inglis for the title in this class points-based championship was Jamie Miller who needed a maximum score. He and co-driver Ian McCulloch had a dismal day plagued with brake problems that dropped their Citroen C2 to fourth in class.

In the Junior 1000 Ecosse Challenge, Letisha Conn scored her first victory with Richard Stewart in her Skoda Citigo beating the similar car of Rian Walker and Stuart McBride by 35 seconds.

Results

Milltown Stages Rally
Organiser: Condor Motor Sports Club **When:** November 21 **Where:** Milltown, Elgin **Starters:** 46

1 Barry Groundwater/Michael Hendry (Subaru Impreza) 1hr15m04s; 2 Scott MacBeth/Neil Shanks (Mitsubishi Lancer E9) +1m41s; 3 Des Campbell/Craig Forsyth (Peugeot 206) +2m55s; 4 Scott McCombie/Murray Strachan (Mitsubishi Lancer E6) +4m22s; 5 Michael Renton/John Shepheard (Subaru Impreza) +4m47s; 6 Jim McDowall/Shona Hale (Subaru Impreza) +5m16s; 7 Dave McIntyre/Andy Brown (Vauxhall Nova) +5m18s; 8 David Ross/Kyle Mackintosh (Mitsubishi Lancer E5) +5m20s; 9 Ewan Stanhope/Cameron Dunn (Vauxhall Corsa-Maxi) +5m28s; 10 Gareth J Dalgliesh/Kenneth J Dalgliesh (Subaru Impreza) +6m04s.

Class winners: 1: Gavin Lloyd/Gordon Clark (Vauxhall Nova); 2: Campbell/Forsyth; 3: Kevin Jeffray/Linda Thomas (Toyota Corolla T Sport); 4: Hamish Grant/Stewart Hurst (Ford Escort Mk2); 5: Groundwater/Hendry.

OBITUARY

Mike Hockly 1958-2021

Motorsport News has learned that autograss stalwart Mike Hockly passed away earlier this month. Hockly began competitive driving in his 20s, competing in banger racing near to his South Shropshire home.

From the early 1980s, Hockly switched to Autograss in the front-wheel-drive Class 4 category. He stopped competing in 1996, but after son Darren began racing in 2004 the pair soon bought a Class 7 'super saloon' Mini later the same year. From then on, Hockly was a regular presence in the discipline's top saloon class, racing a self-built Fiat Seicento from 2006, taking pride in undertaking the development of his cars himself. Career highlights included finishing seventh in the British Autograss Series in 2008 and fourth in the UK Autograss Championship in 2017.

Even a month before his passing, Hockly had acquired a new Class 7 chassis to continue his passion. MN extends its sincere sympathies to Hockly's family and friends.

Hockly was a mainstay of the British autograss scene

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Landmark result for Merc's star as he denies Norris a maiden win
LEWIS HAILS A MAGICAL MOMENT AS HE HITS A CENTURY
By Matt James
Lewis Hamilton has hailed his rivals after landing his 100th grand prix win in Russia on Sunday, snatching the victory from fellow Brit Lando Norris.
From pole position, McLaren man Norris seemed set to take his maiden victory until a late rain shower left him slithering off the circuit. Hamilton had been called in by his Mercedes team and swapped tyres. He was able to hunt down Norris and take the race win in the dying moments.
Hamilton, who finished one place ahead of his title rival Max Verstappen, says the 100-win benchmark is something he finds hard to believe.
The seven-time champion said: "It's a magical moment. I could only ever have dreamed of still being here and having this opportunity to win these races and get to drive against such phenomenal talent this late in my career and to continue to building with Mercedes. I'm so proud of everything we've done, not only on track but also off."
Full report, p4
Special feature: Lewis's best wins p30
Lewis has achieved his big target
Hamilton left it late to pounce for his 100th win
REPORT
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HISTORICS

DOWN THE PUB

HARRY HUNT

Roger Albert Clark newcomer
Age: 33 **Lives:** London

Hunt will make a comeback

This is a return to rallying
"I started doing a bit of the British Rally Championship back in 2009. And then I did some Intercontinental Rally Challenge and some World Rally Championship rounds in a Ford and then a Citroen. And then I stopped for a bit and then I went and did cross country with a BMW Mini. I did Dakar and did the Silkway Rally, then I moved to Peugeot with PH Sport and did more rallies, as well as Dakar and stuff like that."

The R.A.C. is just for fun
"This is just a load of fun. Steve McPhee's going to be my navigator like in the WRC. We've not done much gravel rallying for seven or eight years and so we did the Scottish Rally this year and then the Rallynuts just as a warm-up for the Roger Albert Clark Rally. The Escort is a car from Melvyn Evans and the plan was to do three events. Two warm-up events and then the R.A.C."

He may do some more
"I'd love to do more. I don't do it full time now, so this is just for fun and a good laugh. We might do one or two events next year in an R5 or something. I work for myself in property now so it's pretty intense. I spend all of the money on this, really!"

He likes the long events
"The R.A.C. is so historic and just so well-known and it's got legendary status. Plus, I'm a big fan of the endurance side of it. So I love the Dakar and the long five, six, 10 or even 17-day events. This is five days and a lot at night and I'm a big fan of rallying in the dark. I love that and I feel that I get better the longer it goes."

It's all about enjoying it
"I think we're starting at number 16, so that's fine for the start and then we'll see where we are at after the first loop of stages on Thursday. But we're doing this for fun, so let's just have a laugh. But I want to go as fast as humanly possible! Driving the Escort is so much fun. I've now done two events and the rear-wheel drive is just a joy. It gives you a big smile and Steve loves it as well, so that's good. We have a good laugh in the car and we're good mates."

Photos: Paul Lawrence

Betty Haig was a main player in HSCC events

HISTORIC CLUB INTRODUCES NEW SERIES FOR DRUM-BRAKED MACHINES FOR 2022

Special Griffiths Haig Trophy to recreate the early days of the HSCC

By Paul Lawrence

The Historic Sports Car Club will run a new series of races for 1950s drum-braked, sports and sports-racing cars and eligible drum-braked GT cars at three or four high-profile UK historic race meetings in 2022.

To celebrate the Club's roots, the HSCC Griffiths Haig Trophy will be open to owner drivers of suitable cars with drum brakes built and registered between 1947 and 1961. One-off cars with a period history will also be welcome.

Guy Griffiths and Betty Haig were the two key people in the formation of the club in 1966 and the new race series will mark the completion of the club's 55th year. The inaugural Griffiths Formula race, held at Castle Combe in 1966, was the catalyst for the formation of the HSCC and was run for just this type of car.

Experienced racer Tony Bianchi is working with the HSCC to develop the Griffiths Haig Trophy.

He said: "The philosophy behind this invitation series is to establish a high standard of racing with great cars for amateur owner drivers. Drivers considered as professionals, or to be driving at a professional level, by the organisers will not be able to participate. All cars need to meet normal safety requirements and follow Appendix K but the series does not require FIA HTPs."

Andy Dee-Crowne of the HSCC said: "This new series will take the club back to its origins and marks 55 years of the HSCC's role in the development of historic racing. It will be appropriate to recognise the work and foresight of Guy Griffiths and Betty Haig."

HISTORIC RALLY FESTIVAL FOR EVENING STAGES

Historic Rally Festival runners will get a demo run in the dark

The Historic Rally Festival will run in October next year featuring stages in the dusk and darkness of Saturday evening as well as daylight stages on Sunday.

The event will again be based around Weston Park, running over the weekend of October 15-16. The demonstration special stage event will include stages in Weston Park on late afternoon and evening on Saturday.

Rally HQ will remain in Telford with ongoing support from Telford and Wrekin Council.

The second running of the Motorsport UK-authorised event will open up further venues with additional stages and these will be announced in the New Year.

Event organiser Warner Lewis said: "It was a massive undertaking to get this event off the ground this year, but we were all delighted with the feedback and 2022 will see us take the event to the next level."

Evocative Escort for green R.A.C. challenge

Experienced race and rally driver Jerry Bailey and co-driver Sinclair Young will contest the Roger Albert Clark Rally in their rebuilt Ford Escort Mk2 carrying the British Airways livery from Bjorn Waldegard's 1977 RAC Rally victory.

Bailey, who farms 700 acres near Salisbury, has pledged to make his entry on the event net carbon zero by offsetting his carbon footprint on the rally by planting trees and using other carbon capture techniques on his farm.

"We have achieved net carbon zero for my farming operation already, so we will now turn to my motorsport activities to demonstrate a sustainable future for historic rallying," said Bailey.

Bailey will offset his carbon output

BAYLISS THRILLED WITH RALLYNUTS FINISH

Malcolm Bayliss and his co-driving niece Siobhan Pugh achieved their ambition of finishing their home event when they got their Ford Escort Mk1 to the end of the recent Rallynuts Stages, which took in their local Hafren forest. "I spectated in Hafren in the 1970s," said Newtown-based Bayliss. The Nicky Grist Stages in July was their first event for two years but ended in a retirement at mid-distance.

McCann to tackle epic event in Hillman Avenger

Young Isle of Man talent Rory McCann will contest the Roger Albert Clark Rally for the first time with his father Paul co-driving in a Hillman Avenger.

McCann, who has built a reputation for his pace in underpowered cars, has been given the chance to contest the five-day event in the Avenger of Tim Tugwell.

"It's the chance of a lifetime," said Rory. "We can't emphasise how much we are looking forward to the rally. It will be great to be back in the forests again."

McCann has rallied the car before on one-day forest events and will be aiming for success in Class C2 for the historic 1600cc cars in Category 2.

IN BRIEF

McCormack out
As this issue of Motorsport News closed for press, confirmation came that Marty McCormack and Barney Mitchell have been forced to withdraw their entry for the Roger Albert Clark Rally. Then 2017 and 2019 winners are gutted not to be starting the rally in Carlisle today (Thursday) but have been forced to pull out due to a combination of work and family commitments.

Winners' parade
The top three finishers in the Roger Albert Clark Rally will take part in a parade around the famous Carmarthen Velodrome after the finish of the rally. There will be a ceremonial finish in the centre of Carmarthen from around 1600hrs on Monday 29 November and then the top three will complete three laps of the 400m banked concrete velodrome in formation.

Rally Legends event
Shelsley Walsh has added a new date for 2022 for an event called Rally Legends. Set to run on Saturday May 21, the event is set to celebrate the best in rallying history from Group B cars, through to Group A and WRC cars. In previous years, period rally cars have been a feature of the venue's Classic Nostalgia event in July.

BMW on the stages
South Wales crew Dai Jones and Glyn Price will give the debut to a freshly prepared historic-specification BMW E30 on the Roger Albert Clark Rally. Jones is well known for his existing E30, which has now contested close to 100 rallies but will switch to the new car this weekend. Co-driver Price lives very close to Monday's rally route in Sennybridge. "We want to get to Wales," said Price of his aims for the five-day rally.

New date for Revival
Rally Revival will move to a fresh date in 2022 when it runs on November 11-12 from a base at Wrexham. Early plans for the demonstration event are based around new and longer demo special stage sections and a route exclusively in North Wales. The November date will allow the event the event to fully capture the spirit of the former RAC Rally.

James' podium run
Neal James and Kevin James had a fine rune to third in class and 47th overall on the Rallynuts Stages 10 days ago in only their third event in a fresh unarched Ford Escort Mk2. The Pinto-engined car, running to historic specification, was rebuilt from a bare bodyshell and has only so far tacked three rallies, starting with the Nicky Grist Stages in July.

Advertising enquiries: 01732 446757

BRC REPORT: ULSTER RALLY

IN BRIEF

Celebration time
Welsh preparation ace Melvyn Evans had another reason to celebrate last weekend aside from Matt Edwards' British Rally Championship success and his Melvyn Evans Motorsport squad winning the British Rally Championship Teams series. The success came on the preparation expert's 57th birthday.

Devine confused
Third place in the Ulster Rally wasn't much of consolation for Derry's Callum Devine (Ford Fiesta Rally2), who won the Cork '20" International Rally and the Donegal Harvest Rally within the last few months. He said: "We changed the dampers but we struggled for traction. I had no time for a test and I'm lacking in confidence." Devine, who was quickest on the ninth and final stage, was the only driver to interrupt the Matt Edwards and Osian Pryce lock-out of the fastest stage times.

Moffett's last gasp
After Monaghan's Sam Moffett was unable to hire a car from his regular sources for the Ulster Rally, he ended up brokering a deal to hire the Ford Fiesta R5 belonging to Limerick's Keith Lyons, a car previously owned by Joe Connolly. Moffett had brake troubles during the middle loop before going on to finish sixth in the event and fifth in the 2021 British Rally Championship final classifications.

Morrison is hot...
British Rally Championship regular John Morrison, who switched from a Mitsubishi Lancer to a Ford Fiesta R5 at the beginning of this season's campaign, retired at the final service due to temperature issues with the machine. He found the second stage, Bronte Homeland, particularly challenging especially second time around (when it was the fifth stage) in the wet conditions.

Kelly family joy
Father-and-son duo Donagh and Eamonn Kelly each won their class on the Ulster Rally. Donagh piloted a BMW M3 to victory in Class H2 and Eamonn topped Class RC4 in his Ford Fiesta. In overall classification, Eamonn was 17th and Donagh 32nd.

Three wheels are good
Although Alan Carmichael pulled the wheel off his Hyundai i20 R5 after it hit a tree on the sixth stage, he still finished the event – and he managed to claim 10th position in the National event. He quipped: "I sailed around the last three stages."

Scare for McKinstry
Banbridge battler Emma McKinstry (Ford Fiesta R5) admitted a high-speed double spin on the fourth stage gave her and co-driver Kenny Hull a "real scare" in what was her first proper Tarmac stage rally in three years. The crew finished in 33rd spot.

Martin Walsh

EDWARDS TO THE FORE IN ULSTER

Another crown for Welshman after a tense battle. By William Neill

Edwards signed off in style with a rally victory in Ulster

The almost 94-mile deciding British Rally Championship event in Newry brought to an end a race between Volkswagen Polo GTi R5 team-mates with pre-event BRC leader Osian Pryce crashing on the penultimate stage to ease Matt Edwards's path to a third crown in the closing miles and a win in Northern Ireland with co-driver Darren Garrod.

On the nine-mile opener, McGaffins Corner, Pryce and co-driver Noel O'Sullivan admitted to a steady start knowing conditions on the first few corners were bad, reporting there was more time to be had despite visiting the Banbridge regroup with a 3.5-second advantage over Edwards.

Finishing second in 2019 only to Craig Breen, Edwards noted despite the winter versus summer stage of two years ago he was quicker. Such has been the BRC pace this year the Pirelli-tyred Edwards ws confident, particularly where he could see the road drying.

Garrod and Edwards celebrate

Pryce was battling hard for the rally win – and the crown – when he slipped up on the penultimate stage

Callum Devine was third fastest, 6.6s from the closest Polo, while learning a new damper set-up which the Sperrins, Harvest and Cork winner, felt was too soft, but the Ford Fiesta R5 sat ahead of now double Northern Ireland champions Jonny Greer and Kirsty Riddick.

Edwards was fastest on SS2, the first pass of the longest stage measuring almost 13.5 miles, and again on the shorter 8.8-mile Shinn Bridge before the Carnbane Industrial Estate service. On Bronte Homeland Edwards' time was proof things were working in the Melvyn Evans Motorsport car: he was 8.9s faster than Pryce to move into the lead by 5.4s and boost it by another 2s on the third test.

Devine visited a field on SS2 to let Greer into third with the mistake dropping the man with Brian Hoy alongside to seventh but back to fifth by service, with Josh Moffett ahead.

Pryce was struggling with grip but said it was "game on" before SS4 with service set-up changes including springs. While 0.7s down on Edwards' time, the Michelin man stuck to his word and attacked on the longer stage to take 10.1s from his rival on the Bronte Homeland repeat. The lead was now Pryce's with just 2s to spare.

Not only was a rally win on the trip across the Irish Sea at stake, but a championship and it was Edwards turn to jump back ahead on SS6 with a time 10.3s faster than Pryce. "It's a bit bonkers," said Edwards. "We saw Osian's time on the fifth stage and knew we needed to fight back."

Pryce admitted he was too careful but knew where time was lost and planned on fixing the pace on the final third of the stages. With Edwards fastest, although marginally, on the seventh stage, Pryce crashed out on stage eight and his hopes of winning the rally and – more importantly – the championship were over. Edwards' last task was to just clear the final stage in darkness and win

Photos: Jakob Ebrey, Martin Walsh

Josh Moffett was pipped for a podium

Four-time British title winner Cronin had a steady run to bag fifth place

KELLY'S WIN, CREIGHTON'S TITLE

Eamonn Kelly powered to a win but missed out on the title

Recently crowned MN Rally Driver of the Year William Creighton (Ford Fiesta Rally4) played it safe on the Ulster Rally to land the British Rally Junior Championship title at the third time of asking.

He also secured the Hyundai i20 Rally2 car prize drive in a round of next year's World Rally Championship. Creighton finished second to category winner Eamonn Kelly and that was ample to seal his success. For his part, Kelly did all he could with a fine drive to finish the event 33.6 seconds ahead of his title adversary.

Showing a fine turn of speed, Kelly led right from the opening stage where a cautious Creighton slotted into fourth. Kelly spun on shiny Tarmac on the second stage with a brief excursion into a hedge.

By the conclusion of the first loop of stages, Creighton had moved into second but was 20.8 seconds behind his title rival with Jason Dickson just a handful of seconds behind.

Dickson retired his Fiesta with overheating problems on the fifth stage. By the final service, Kelly and Creighton had moved well clear of any of their pursuers with Creighton quite content to be trailing by 27.9s.

Conditions during the second pass gave him concern and he cited the cuts of the top drivers as being quite brave. Jody McManus (Fiesta R2) was over three minutes further adrift in third with Johnny Mulholland fourth. At the finish, a magnanimous Kelly declared he did all he could. A thrilled Creighton said: "I think we had the hard work done before today, but we still had to get to the finish line, which was never going to be easy especially with the conditions."

Martin Walsh

the rally by two and a half minutes.

"It was a big fight and one of us was going to break with the speed we were going at. I was going to make sure that it wasn't me," reflected Edwards at the finish. "I don't give up and this is the reward for that."

Greer kept out of trouble and while he wasn't close to the times of the frontrunning duo – over two and a half minutes back – he was there chipping away and came home with a deserved runner-up spot against stiff Irish competition. Having concentrated on the NI series this season Greer should leave the Ulster confident among BRC and Irish championship runners.

Devine recovered from an overshoot and went back to a former damper set-up and won the final stage on his last planned outing of the year to snatch the final podium place from second BRC registered entry Josh Moffett.

Monaghan's Moffett and Andy Hayes enjoyed the battle with Greer earlier in the day to deliver their best BRC effort of 2021.

Keith Cronin and Mikie Galvin were still struggling with grip at the end of the day, using a different tyre to the others at the front and with the knowledge of what it takes to win the BRC title it wasn't his year with a puncture and a penalty for a late service check-out among the problems before a final stage misfire. Early indications promised much more for the Bantry man following three years away from asphalt rallying.

Sam Moffett and Keith Moriarty started off the season as winners at the Neil Howard Stages and sixth at the final overcoming early brake issues with their best times coming from the McGaffins Corner stage – but was over two minutes from Cronin at the finish. In a borrowed Fiesta R5, the Kerry Winter Rally winner Moffett hit a SS5 hedge and got stuck in a field on SS8, getting going thanks to spectators.

Running in the National section (see sidebar) Garry Jennings and Stuart Biggerstaff were seventh and eighth overall respectively.

With less than two years in rallying Jason Mitchell finished ninth with Paddy McCrudden after a sixth-fastest stage time at the end of the day with Aidan Wray and Patrick Walsh rounding off the first 10 in a similar Ford Fiesta R5.

An off on the Friday shakedown hampered the confidence but on his first Ulster visit Seb Perez was next of the category finishers in 14th overall.

"If it could go wrong it did," said Patrick O' Brien of his day. Brake issues, engine misfires and steering rack failure were among the Omagh man's frustrations. A ninth-fastest stage time before retirement was of little consolation after the effort put into getting a drive after his success at the Bushwhacker back in September.

James Wilson was a non-starter on his home round due to sickness. Trying to fight the symptoms he competed half the recce but, describing safety as paramount, left his Hyundai i20 R5 parked.

RESULTS

Ulster Rally British Rally Championship
Round 7/7 When: November 20 Where: Newry, County Down

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Matt Edwards/Darren Garrod	Volkswagen Polo GTi R5	1h28m24.4s
2	Jonathan Greer/Kirsty Riddick	Citroen C3 R5	+2m31.8s
3	Callum Devine/Brian Hoy	Ford Fiesta R5	+2m47.0s
4	Josh Moffett/Andy Hayes	Hyundai i20 R5	+2m50.6s
5	Keith Cronin/Mikie Galvin	Ford Fiesta Rally2	+3m28.9s
6	Sam Moffett/Keith Moriarty	Ford Fiesta R5	+5m38.4s
7	Garry Jennings/Rory Kennedy	Ford Fiesta R5	+6m10.1s
8	Stuart Biggerstaff/Anthony Nestor	Ford Fiesta R5	+6m34.7s
9	Jason Mitchell/Paddy McCrudden	Ford Fiesta R5	+7m23.0s
10	Aidan Wray/Patrick Walsh	Ford Fiesta R5	+7m39.3s

Class winners: Barry Savage/Francis McMullan Jr (Vauxhall Astra GSi); Patrick Fitzpatrick/James McEneaney (Ford Escort Mk2); Liam McMullan/Christy McLaughlin (Honda Civic); Sam Adams/Michael Johnston (Escort Mk2); Jason Black/Karl Egan (Toyota Starlet); Martin Toner/Kyle Diffin (BMW 1M); Gordon Cunningham/Charley Sayer-Payne (Mitsubishi Lancer); Aoife Raftery/Dylan Doonan (Ford Fiesta); David Armstrong/Ashley Trimble (Escort Mk2); Donagh Kelly/Kevin Flanagan (BMW M3). **BRC1:** Edwards; **Junior BRC:** Kelly; **National:** Jennings

JENNINGS ISN'T LEFT DEFLATED

Garry Jennings (Ford Fiesta R5) survived a penultimate-stage front-right wheel puncture to win the National event by 24.6 seconds from the similar car of Stuart Biggerstaff. Jason Black's Toyota Starlet was some three minutes further behind in an eventual third place.

Jennings suffered brake troubles that cost him time on the opening stage and prevented him being aggressive on the remaining two stages of the loop. Biggerstaff admitted he was "up and down" a few banks, albeit without any grave consequences although he spun on the final stage.

Black had issues with the rear differential on the opening stages and then used all his Tour of Mull experiences to get through the final night stage.

The top three were followed by Marty Toner (BMW 1M), who lost brakes for the middle loop. Joe Hegarty (Ford Fiesta R5) and John Stone (VW Polo GTi) were delighted with seat time to round out the top six, the latter overshot into a field on the opening stage.

Martin Walsh

Jennings had a late scare

Devine was third and set a stage-winning pace

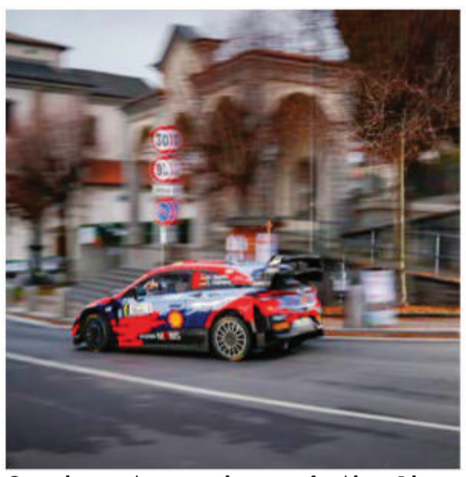
Advertising enquiries: 01732 446757

WRC REPORT: RALLY MONZA

Ogier rides high on fabled Monza banking

OGIER RIDES OFF INTO THE SUNSET WITH EIGHTH WRC DRIVERS' TITLE

Rally Monza had Toyota's title contenders in a league of their own, writes Nick Garton



Sordo put on a charge in the Alps

RESULTS

World Rally Championship round 12/12
Event: Rally Monza **Where:** Milan, Italy **When:** November 19-21

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Sebastien Ogier/Julien Ingrassia	Toyota Yaris WRC	2h39m08.6s
2	Elfyn Evans/Scott Martin	Toyota Yaris WRC	+7.3s
3	Dani Sordo/Corrido Carrera	Hyundai i20 Coupe WRC	+21.3s
4	Thierry Neuville/Martijn Wydaeghe	Hyundai i20 Coupe WRC	+32.0s
5	Oliver Solberg/Elliott Edmondson	Hyundai i20 Coupe WRC	+1m 32.0s
6	Teemu Suninen/Mikko Markkula	Hyundai i20 Coupe WRC	+2m 22.6s
7	Takamoto Katsuta/Aaron Johnston	Toyota Yaris WRC	+2m 34.5s
8	Gus Greensmith/Jonas Andersson	Ford Fiesta WRC	+2m 50.2s
9	Kalle Rovanpera/Jonne Haltunnen	Toyota Yaris WRC	+4m 49.6s
10	Andrea Crugnola/Pietro Ometto	Hyundai i20 N Rally 2	+9m 06.9s

WRC2: Hulttonen/Lukka; **WRC3:** Crugnoia/Ometto. **Final championship positions:** 1 Ogier 230; 2 Evans 207; 3 Neuville 176; 4 Rovanpera 142; 5 Tanak 128; 6 Sordo 81; 7 Katsuta 78; 8 Breen 76 etc.

Close but no cigar: Evans gave his all against Ogier's 17-point buffer

Sebastien Ogier took his 54th and final career win as a full-time World Rally Championship driver on Rally Monza, thereby sealing his eighth career drivers' title and delivering Toyota the manufacturers' crown.

From the very first stage, the Yaris WRCs of Ogier and his only rival in this year's title showdown, team-mate Elfyn Evans, were in a world of their own. To prevent Ogier from sealing the drivers' championship, Evans needed to take victory and the maximum bonus Powerstage points, with the Frenchman no higher than third. The fact that no other cars were able to get close to the pace of the two Toyotas , however, meant the Welshman's hopes were fragile.

The field rolled out of Monza's F1 paddock for their first loop on Friday morning, heading north for the Alps and the 'Monza Carlo' stages that made their WRC debut on this event last December.

Back then, Lombardy had been declared a Covid Red Zone and the local people were in the wolf's mouth, hidden away behind closed doors as the virus raged. In 2021 it was heartening to see a few spectators dotting the stages in chilly good cheer.

As the first car through, points leader Ogier got off to a brisk start with no muck having been pulled from the verges in front of him. Words are sharp objects and it remains enormously self-defeating for the WRC to keep referring to this as 'pollution' in the current climate, when sustainability governs all. Nevertheless, for Ogier alone the going was good.

"Not that tough like last year, at least no snow this time and no heavy rain," said the leader at the end of the first loop, having pulled ahead of Evans by 6.5 seconds.

"So far the plan was to enjoy and so far we enjoyed… it was a long time ago we didn't start the rally with a good set-up."

Behind the two Toyotas came a trio of Hyundais with Thierry Neuville in third ahead of Dani Sordo and then fifth-placed Oliver Solberg in the second-tier 2C Competition entry. The team's other primary car was in the hands of Teemu Suninen; a late substitution for 2019 World champion Ott Tanak, who was forced to withdraw for family reasons. Understandably, Suninen used a cautious approach at the bottom end of the top 10.

Hyundai team principal Andrea Adamo was far from his usual ebullient self. In theory there was still a manufacturers' title to play for, but in reality his men were comprehensively out-gunned by the Toyotas and Adamo was happy to cast all the blame in the direction of the outgoing i20 Coupe WRC.

"In these conditions our car is always [having] some issues," he said. "Today I think we are seeing the same happening. When a driver reports that for him the car is OK, there is nothing main to complain about, and he's behind, OK: that's it."

At least Suninen's day may have been brightened with a little schadenfreude when M-Sport team leader Adrien Fourmaux went off on SS3 after picking an odd mix of hard and soft tyres when the prevailing wisdom suggested that hards all-round were preferable.

Suninen had exited the Cumbrian camp after blotting his copybook earlier in the year, most spectacularly by crashing out on Monte Carlo's opening stage back in January. At the other end of the calendar in Monza, M-Sport boss Rich Millener was once again left explaining why one of his cars had failed to get to the first service halt while Suninen trundled onward.

"It's frustrating for him [Fourmaux] and for us," said Millener, in reflective mood. "If it had worked, I'm sure we'd have said 'that was amazing!'"

Friday afternoon brought the first opportunity to see the cars hammer round the fabled banking of the Autodromo Nazionale di Monza and scuffle their way through the fallen leaves around the service roads. This year, as in 2020, it made a big first impression – although the novelty rapidly wears off.

This change of scenery reinvigorated Evans, who began to chew lumps out of Ogier's advantage, closing up to 0.8s off the lead after the first run and going top of the leaderboard on his second pass. Not only did new leader Evans find bags of time around the race track, but also Neuville was back in good fettle and bullied his i20 to a stage victory on SS6.

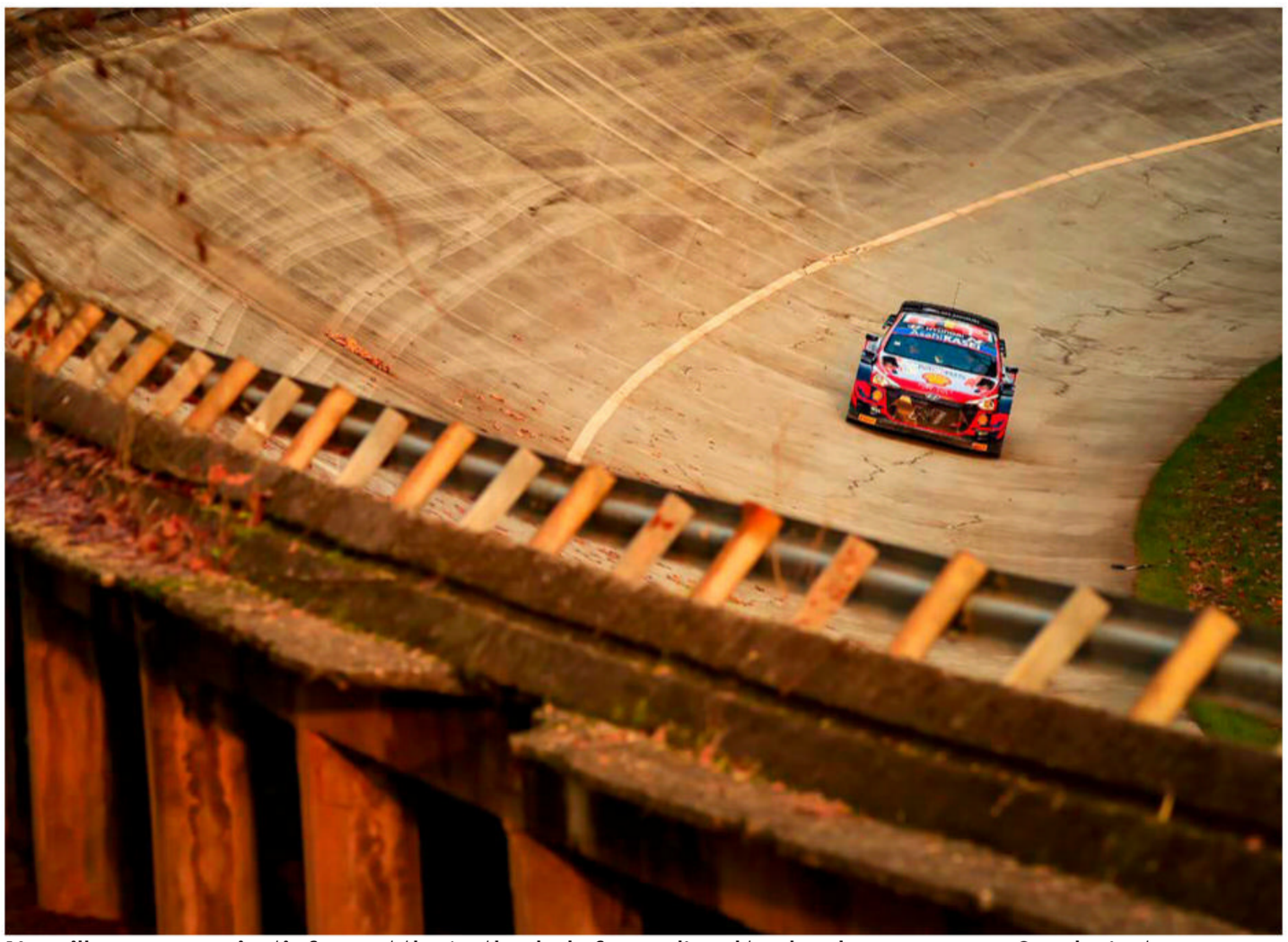
Saturday morning came early and brought another trip into the mountains for the last four 'proper' stages of the 2021 WRC season. Neuville won the first of them, Evans the second and then Ogier, for the history books, won the final pair to go back into the overall lead.

Two more stages around Monza followed and once again Evans got the jump on Ogier to reclaim the lead of the event. Ogier then reasserted himself, although the stage was won by Sordo, who had passed team-mate Neuville for third overall after the Belgian narrowly survived an argument with a barrier.

Sunday was spent entirely within the confines of Monza's Grand Prix circuit, the banked oval and the mix of paved and gravel interior roads. Both Ogier and Evans dropped time while Neuville was

Photos: mcklein-imagedatabase.com

Leading light: Evans demolished Ogier's lead each time the field returned from the Alps to the royal park



Neuville was on majestic form at the 'cathedral of speed' and took a clean sweep on Sunday's stages

at his swashbuckling best and demolished everyone on the first two passes.

M-Sport's pairing of Gus Greensmith and the restarted Fourmaux, plus the Hyundai of Solberg all spun on the penultimate stage.Takamoto Katsuta redesigned the front of his Toyota, prompting some heroic surgery by the Toyota mechanics to reach the end. .

The final Powerstage of the year beckoned and Neuville stamped his authority on proceedings.It was impressive stuff, but soon chaos erupted in salute of Ogier's coronation for the eighth and final time amid tumultuous scenes.

"Are we winning the rally or not? I don't even know!" the champion said.

"I know it's OK for the championship but in all the emotion I didn't even listen to what Kai [Lindholm, team sporting director], said on the radio. I don't know what to say. Amazing."

So ended the era of Ogier. In January, he will be the first man flagged off in Monte Carlo to start the 2022 season, but by then a very different WRC will be upon us.

M-SPORT'S NEW BOY WINS WRC2 HONOURS

With the WRC2 championship having been decided in Andreas Mikkelsen's favour on the previous round in Spain, Rally Monza still brought plenty of action from among the drivers who are bubbling beneath the top flight.

Victory was claimed by Hyundai refugee Jari Huttunen, who found a one-off berth with M-Sport to finish his season and ,despite minimal preparation time with the team and car, kept himself in place to strike should any misadventures befall the championship regulars.

Befall them, those misadventures certainly did. Mikkelsen's celebratory gold-liveried Skoda suffered a puncture on Friday that dropped him two minutes off the lead, although a clean sweep of stage wins on Saturday showed why he has been the man to beat all season. Mikkelsen's misfortune handed the initiative to his Skoda team-mate Marco Bulacia, but on Saturday morning the Anglo-Bolivian knocked the right rear corner off his Fabia and was forced to retire, passing the baton to Huttunen.

No such mistakes were made by the Finn, who was followed home by the recovering Mikkelsen and the VW of Estonia's Georg Linnamae.

Huttunen topped out in WRC2

THE CURIOUS CASE OF KALLE ROVANPERA'S RALLY MONZA

Toyota's young star Kalle Rovanpera ended a bemusing 2021 campaign with undeniably the most bemusing performance of his career to date. On team orders he just pootled through the stages of Rally Monza some considerable way off his usual pace.

Toyota's wish was that Rovanpera should keep out of the fight between Ogier and Evans. His role was to keep a watching brief in case either team-mate came to grief and the manufacturers' title was threatened.

Over the first two stages, Rovanpera gave his team-mates more than a minute to play with. This was a rather unnatural state of affairs for a man who had been leading the drivers' championship earlier in the year but Rovanpera was not complaining.

"Overall, the plan this weekend is to finish the rally, there is nothing for me to push for," he said.

"It's quite horrible in the car to be honest, when you cannot really push to the limit it's really hard to be just a bit off… Of course it's not the most enjoyable moment for us but we have to be a team player, it's a really important weekend for the team."

Rovanpera ended his weekend in style, however, by going out on the largely bone-dry Powerstage wearing snow tyres on his Yaris WRC. He treated the Monza crowd to some serious donuts on the main straight, cheekily claiming that co-driver Jonne Halttunen had made an error – although a photo of pink frosted sweet treats had clearly been glued onto the pairing's pacenotes for the final stage.

Rovanpera could relax and take in the views on Rally Monza

BATTLE ROYAL SEES ROSSEL CROWNED WRC3 CHAMPION

A fraught build-up to the WRC3 title finale meant the dominant man of the year, Yohan Rossel, was denied the restoration of his points from the Acropolis Rally, which were taken away after the front subframe of his Citroen C3 Rally2 was found to be overweight for the second time.

The FIA ruling left Rossel needing to beat title rival Kajetan Kajetanowicz, whose consistent season had kept the Skoda man firmly in the hunt. Also on tenterhooks at the start of the rally was Britain's Chris Ingram, who needed to bring home serious points if he were to snatch third place from Emil Lindholm.

All of this drama meant nothing to local hero Andrea Crugnola, however, and the Hyundai-mounted Italian began setting the pace for the category from the very first stage. Rossel and Kajetanowicz played snakes and ladders in his wake, both drivers going from triumph to misfortune from stage to stage.

The two title contenders entered the Powerstage separated by just 1.6 seconds with Kajetanowicz ahead. This teed-up an electrifying drive by Rossel to seal the title at the very last gasp, finishing second behind Crugnola for the event but taking an emotional championship win.

The WRC3 co-driver's title meanwhile fell to Kajetanowicz's co-driver Maciej Szczepaniak.

"It's not easy season," said an emotional Rossel. "I have lot of issues, little issues, technical, this morning and with the win here it's just incredible. I don't have a word but I just thank my team and all my partners, I pushed hard all the weekend and thank you."

Meanwhile Ingram endured a torrid weekend, which began with being penalised for a late arrival on Friday. On Sunday he was ajudged to have exceeded his tyre allocation and was handed a six-minute penalty, and missed third in the championship.

Redemption day: Rossel overcame lost points to seal title

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MN CIRCUIT RALLY: CADWELL

Roskell was in command from the opening stage

ROSKELL GIVES THEM THE RUN-AROUND

Ford Fiesta man dominates at Cadwell Park showdown. By Peter Scherer

IN BRIEF

Hard work for Davey

It was a race against time for Josh Davey to get his Darrian to Cadwell Park. He was due to test the car last Thursday after an engine knock put him out of the opening round of the Motorsport News Circuit Championship round at Oulton Park on November 6. He explained after taking second in class and finishing in fifth spot overall: "It was still rattling so we replaced it with an old Honda S2000 from a wreck we had in the yard. It was all nighter putting the engine in on Friday night, mapping it at 0200hrs and leaving for the rally at 0700rs."

House move

VW Racing Cup champion Phil House made the top 10 times on the opening stage, with JWB Motorsport boss Nick Beaumont on the notes. The pair had raced against each other in the previous weekend's Citroen C1 Challenge endurance encounter at Brands Hatch. A stall at the start of stage two dropped them back, but they still managed 19th overall.

Roskell's tribute

The MN Circuit Rally Championship round winner Neil Roskell dedicated his first win in the series to his son Nath who passed away a week before the rally. "It was an emotional day for us, but all the support at this rally and from the rallying community has made it easier for both me and Dawn to get though," he said.

Champion Barry Morris overcame an early setback to claim second

Davey slipped to fifth place as he felt he didn't have the outright pace

Ford Fiesta R5 crew Neil Roskell and Andrew Roughead were fastest on six of the eight stages on the Cadwell Park Stages as mixed weather conditions made tyre choice critical.

Having led throughout, they claimed the spoils in round two of the MN Circuit Rally Championship by 41 seconds and were clear of the Darrian T90 GTR+ of title winners Barry Morris/Tom Hutchings.

The opening stage was wet and Roskell coped perfectly. He immediately pulled out nine seconds over Josh and Tamsyn Davey's Darrian T90, who were just one second quicker than their class rivals Josh Payton/Jamie Vaughan in their Ford Escort.

Roskell said his opening gambit had not been without its problems. "It was my first time here, and it took almost half of the stage to get the tyres warm," he said.

Behind the lead trio only four seconds covered the next five. The Ford Escorts of Dane Walker/Dave Boyes and Martin Hodgson/Tony Jones headed Ben and Andrew Wilkinson's Peugeot 106 Maxi, Mike Taylor/Martin Haggett's Talbot Sunbeam and Paul Sheard/Callum Young's Mazda MX-5.

Morris's Darrian had been badly baulked on the first stage but quickly found his pace and he had climbed up to fourth by the end of stage two.

Roskell had increased his lead by another four seconds through stage two and Davey had managed to consolidate his hold on second position from Payton too.

A dry line had started to appear for the third stage but the majority of crews took the cautionary approach and stayed on their wet rubber. As the lead pair continued to ease clear, Payton had been caught by Morris and they ended the stage tied for third position.

Fifth-placed Hodgson had changed to intermediates as he tried to stretch a gap to his rival Walker, after they had exchanged places on stage two. "I thought the throttle had stuck, but I aquaplaned across the pitlane," said Hodgson after falling back to sixth position again.

As they reached halfway point of the event, Roskell had increased his lead to 26s. Having taken third from Payton, Morris was closing in on second-placed Davey too.

Although Walker was still in sixth, Darrell Taylor/Dylan Thomas's Ford Fiesta R2 was beginning to close after it had been held up on the opening stage.

Andrew McAlpine/Mark Jones' Subaru Impreza, Mike Taylor/Martin Haggett's Sunbeam Lotus and Paul Walker/Jonathan Bennett's Mitsubishi Lancer E9 completed the top 10.

The skies had cleared and out came the slicks for the majority of runners on stage five. Morris took a valuable second out of Roskell's advantage at the front, but importantly he was 11s up on Davey to move him into second place. Davey explained his woe: "I went for full slicks and it just didn't handle right."

Morris topped the times again on the next stage and the gap to Roskell's lead was down to 21s. "When we changed to

Photos: SMJ Photography

Ben Wilkinson took class B win after a tough battle

Mike Taylor hung on gamely to a position inside the rally's top-10 runners

CLASSES

Miller took her Micra to a class win and finished in 65th position

MILLER WENDS HER WAY TO UNOPPOSED CLASS VICTORY

There was only one starter in class A1, but Marina Miller/Iain Davidson's Nissan Micra made it home in 65th position overall. Similarly Paul Gorge/Chris Cooper were unopposed in the Mazda MX-5 class.

Charlie Barlow/Emma Morrison's Nissan Micra had started to build a good lead in the A2 division until a driveshaft broke on stage four and put them out of contention. Joe Walker/Brad Sowerby's Vauxhall Nova then looked set for victory until a one-minute penalty for early arrival for the last stage dropped them to second. The finished behind the Adam/Ray Ripper's Nissan Micra. James Hardy/Nick Wilkins' Micra was third.

An early Class B duel between Ben Wilkinson's Peugeot 106 Maxi and Paul Sheard's Mazda MX-5 went in the former's favour from stage three.

"We stayed on wets to long and lost loads of time," Sheard admitted, after both drivers had starred in the top 10 on the opening wet stage. Alex Cannon/Alan Carfrae's Ford Fiesta R2 then snatched second from Sheard on the final stage.

Class C had been the Josh Payton (Ford Escort Mk2) and Josh Davey (Darrian T90) duel, which finally went in Payton's favour. Andy Corner (Peugeot 205) held third all day.

Although Barry Morris's Darrian went on to dominate Class D, it started as a duel between the Ford Escorts of Dane Walker and Martin Hodgson. Morris led from stage two and Walker held sway in the second-place duel from stage three. Mike Taylor's Talbot Sunbeam Lotus completed the top four.

There was a fairly comfortable win in the E1 division for Ryan Mone/Freddy Hewitt's Subaru Impreza. Nick and Crispin Williamson's Mitsubishi Lancer E6 held second for most of the day and were only two seconds off the lead until stage seven. Then they collected a three-minute penalty at final stage arrival and that meant that second place went to Rob Fisher/Adam Lawrence's Mitsubishi Lancer E6.

Behind overall winner Roskell in Class E2, Michael English and Andrew McAlpine (Subaru Impreza) both held second at different points until Darrell Taylor (Ford Fiesta Rally2) came through. Paul Walker's Mitsubishi Lancer E9 completed the class podium from stage seven.

slicks, I was aware they were closing in," said Roskell.

Davey had slipped to fourth behind Payton but was still comfortably ahead of fifth-placed Walker, who had Hodgson chipping away at him again too after he demoted Darrell Taylor (Ford Fiesta Rally2).

Mike Taylor was in eighth, after McAlpine dropped out of the top 10. Mike English/Andy Robinson's Ford Fiesta R5 and Andy Corner/Ade Camp's Peugeot 205 rounded out the top 10 at this point.

Stage six had been the last to run in full daylight but, as the mainly slick-shod field waited for the penultimate stage to get underway, there was another downpour. Roskell still managed to set a stage time eight seconds quicker than anyone else, which added a further 11s to his buffer at the front, but it hadn't been without his concerns. "I came over one crest and could see the corner, but thought I wasn't going to make as there was just no grip on slicks," he said.

Second-placed Morris admitted he had been cautious too. He explained: "We just took it steady and didn't take any risks.

Payton held on to third place, but Davey had slipped to fifth behind Dane Walker. Davey said: "There were no chicanes and it was very open, but we just didn't have the pace then."

After his maiden MN Circuit Rally Championship podium in the opening round at Oulton Park in early November, Roskell was quickest again on the final stage to secure his victory.

Morris retained a solid second and Payton consolidated third, with almost a minute in hand over Dane Walker.

Despite having lost a couple of places in the final stages, Davey was still delighted with fifth place. "I have usually been on my way home by lunchtime, so it was nice to finish this one," he concluded.

Darrell Taylor held on to sixth, just. In seventh was Paul Walker with a late charge, bringing him to within one second of stealing the place at the end. Walker had started the penultimate stage in 12th place, but second quickest overall on the stage had moved him to eighth, before going one better on the last run.

Hodgson finally settled in eighth, with English and Mike Taylor rounding off the top 10.

Corner missed out on the top 10 by one second, having been in and out all day. "I had been too cautious at first, then wanted to change tyres to loosen the rear, more to my liking," he explained.

Despite losing a turbo boost pipe and dropping to 55th on stage one, Paul Murro/Callum Cross clawed their Ford Fiesta R5 back to 12th.

The top three overall were all Motorsport News Circuit Rally Championship-registered contenders and there is only a two-week gap before the next round, the Dukeries Rally at Donington Park.

All of the top three will be back in action and will be joined Oulton Park's Neil Howard Stages Rally winners Frank Bird and Jack Morton in their Ford Fiesta R2, having been absent from Cadwell Park to take part in the WRC Monza Rally.

RESULTS

MN Circuit Rally Championship
Round 2 When: November 21 Where: Cadwell Park

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Neil Roskell/Andrew Roughead	Ford Fiesta R5	42m28s
2	Barry Morris/Tom Hutchings	Darrian T90 GTR	+41s
3	Josh Payton/Jamie Vaughan	Ford Escort Mk2	+48s
4	Dane Walker/Dave Boys	Ford Escort Mk2	+1m47s
5	Josh Davey/Tamsyn Davey	Darrian T90	+1m49s
6	Darrell Taylor/Dylan Thomas	Ford Fiesta R2	+2m24s
7	Paul Walker/Jonathan Bennett	Mitsubishi Lancer E9	+2m25s
8	Martin Hodgson/Tony Jones	Ford Escort Mk2	+2m27s
9	Mike English/Andy Robinson	Ford Fiesta R5	+2m41s
10	Mike Taylor/Martin Haggett	Talbot Sunbeam Lotus	+2m47s

Class winners: Marina Miller/Iain Davidson (Nissan Micra); Ben Wilkinson/Andrew Wilkinson (Peugeot 105 Maxi); Payton/Vaughan; Morris/Vaughan; Ryan Mone/Freddy Hewitt (Subaru Impreza); Roskell/Roughead; Paul Gorge/Chris Cooper (Mazda MX-5).

Winners Roughhead and Roskell (r)

Payton had been in the podium fight from the start

Mike English came under late pressure for ninth

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FEATURE

ROBERTO MORENO: FORMULA FORD TO FORMULA 1 AND BACK – QUITE A JOURNEY

Andy Hallbery listened in to the charismatic Brazilian racer at the recent Formula Ford Festival, where he returned to his sporting roots

Back where it began: Moreno at Brands in 2021

Roberto Moreno is possibly only second to Daniel Ricciardo in having the most infectious smile in a racing paddock – but at October's Formula Ford Festival it's true to say Ricciardo would have been a distant second in the smile stakes to the Brazilian who had stepped into a time warp all the way back to 1980.

Thanks to Jonathan Lewis, Roberto was back to his roots. He may now be 62 years old, but you would genuinely not have known it. Reunited with a Van Diemen RF80, in the Canadian Club colours of his 1980-winning car, and despite jet lag, he came oh-so-close to advancing to the semi-final – which would have been remarkable in itself, and only taken away when he was punted out in the final laps of his heat.

An F1 podium finisher, CART IndyCar winner back enjoying Formula Ford is a great tale, as is his story of how he came to England to start his career in the first place. It shows how determination, belief and friendship can overcome a lack of finance. Plus, a willingness to sleep in a road car to save money for new tyres helped.

Question: How did the 2021 Formula Ford Festival drive come about?

Roberto Moreno: "Like everything in my career, it's been so difficult to put together. This came about, thanks very much to Jonathan Lewis. He sent me a message on Facebook, and he said 'I'm building your car, your 1980 winning car. Would you like to drive it?' And he was thinking of Silverstone [for the Walter Hayes Trophy]. Unfortunately, I had something to do in America, I'm coaching some drivers there, and I couldn't do it, so he said, 'OK, we'll do it another time.'

"But it kept buzzing in my head… I sent him a text back. 'When is the Festival? Have you thought about the Festival?' He says it's October. Suddenly, he says, 'OK, I can arrange to do that. And I was very excited… I said, 'Let's go and do it!'

"I looked online to see if I could fly from America to England, because I've lived in Miami for the past 22 years, and there was a quarantine situation, so we gave up and decided we will do it next year. Then I thought about a friend who runs cars in historic racing, and he's flying backwards and forwards from Miami. He sent me a link to try. I sent that to Jonathan, he filled it out, and suddenly I've got a waiver of quarantine. I can race! Let's arrange this. I called him back, I got a cheap flight, he got Ralph [Firman] involved, and here we are.

"The opportunity for me meant a lot. We are here together. Me, Ralph, Micky [Galter] who was my mechanic, Brian from Minister who was responsible for great engines back then. We all got together again…"

Photos: Motorsport Images, Jakob Ebrey

Moreno says he learned driving for Van DIemen

Question: What brought you to the UK to race 40 years ago? Because you're not one of those Brazilians that had big funding behind you… We've seen many successful Brazilian racing drivers arrive in the UK with big funding, you weren't one of those, so what got you to England?

RM: "I must say that doing Formula Ford was the single most important decision I did in my whole career, and to come to England and do Formula Ford. I will tell you why. I was a maniac for motorbikes. I was nine years old, and I already had a bicycle and I put an engine on it, and I used to love that.

"Then my father moved to Brasilia from Rio and took me away from the beach. I said 'Daddy you've brought me to Brasilia, and there's nothing in this bloody town'! It was built for half a million people, so I asked if he could get me a motorcycle. We are talking about an 11-year-old kid getting a motorcycle. He said, 'but you don't have a licence.' I said, 'hang on, Brasilia has all the roads built before the city, because it was designed before it was built, and had no traffic lights and no cross junctions'. It was like a race track! The whole thing.

"Dad bought me a motorbike, and there was this shop, and in there was this motorcycle mechanic. I used to pull my motorcycle apart, put it back together, and then I would always find a piece missing, or a piece extra, and I'm thinking, 'where the heck does that go?'

"I would go to the shop, and the mechanic would teach me everything about motorcycles. I would go back again and again. Every day after school I used to go to this shop.

"Then this guy, this motorcycle mechanic, was the person responsible to get me over to England. The guy that helped me, that motorcycle mechanic in the shop… [long, emotional pause] … Excuse me… That guy in Brasilia was Nelson Piquet…

"Nelson came to England in 1978, and he won the championship in Formula 3. He won the most races…. I think he did 13 races in a row or something like that.

"I was recovering from a motorcycle accident, and he showed up in Brasilia, and he said, 'Roberto, stop thinking about racing in Brazil, you've got to go and race in England.'

"My immediate response was, are you crazy? I can't speak English; I don't have any money… He said 'do you need to speak to drive? And I have one of my old sponsors and I have asked them to go and sponsor you.' So I said, OK….

"I asked him another question… 'What if I'm not good at this? What if I suck at

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Barron Racing gave Moreno the chance to break into the British F3 Championship in the 1981 season

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FEATURE

Moreno failed to qualify on his F1 debut at Zandvoort '82

this thing?' He said 'Roberto, I've seen you do things in karting that I don't see anybody else doing. And I'm sure if you dedicate yourself the way you dedicate to the motorcycle or the karting, you'll do well.

"He added 'If you do Formula Ford, you go there by yourself, you don't need much money. If you win, a factory will take you as a driver, and you won't need any money, and you'll be OK. If you are no good, you go to England, learn English, come back to Brazil and you'll find a job because you are speaking two languages!'

"That made my decision to go to England. The sponsor said 'if you are to race for Ralph Firman and Van Diemen, I think you will need around $25,000 for a full season, 25 races, 25 tests. He got me $8000, and I had to live on that too. I had some friends in Brasilia, and together we raised $13,000. Everything was arranged. I got to England, I bought a car, a Royale.

"I was able to do 22 races, 20 tests with that money. I have good memories. One was overtaking around the outside at Gerard's at Mallory Park. Ralph [Firman] came to me after the race and said, 'how did you get away with that?!'

"Then there was a race at Silverstone. I showed up in a car that looked so ugly because I had sawn the bodywork off, as the car was overweight, Pat Symonds, who was the designer of the Royale, said 'What the f*** have you done with my car?' He walked away from me and left me to myself. Anyway, in that race, all the top drivers were there, and there was only one race that whole weekend.

"I put it on pole, then I saw that Ralph Firman went to the scrutineers and said, 'you've got to get that kid. He's got a bad engine, or one that's not legal.' They sealed my gearbox and they took my car away for a little while. Alan Cornock, Royale owner, gave Pat a hard time too, saying they obviously didn't need the bodywork.

"That race was so important, because I won, I beat Ralph's driver, Terry Gray, who didn't want to slipstream with me and tried to brake test me three laps before the end, and I got away with that. I came back to the slipstream, and then it was my turn to do a brake test, and I did a perfect one!

"Anyway, they took my car away, and I didn't know what to do. I was by myself then. I used to sleep in my car to save money for the tyres, and I had lots of friends throughout my career who always helped me, among them Greg 'Peewee' Siddle, Nelson's manager.

"We won the race. They took the car. They found everything was legal, and Ralph called me, and said, 'Roberto, you can drive my car any day, from tomorrow.' I told Ralph I didn't want to do it that year as I was used to the Royale, but I wanted to drive for him next year.

"Ralph thought I had some money, right…? When I first showed up Ralph asked where was I going to live? And I had to say 'Well Ralph, I have a little problem. I only have a Fiat that I can spend the evenings in.' he asked why, and I said, 'I'm here but I don't have any money.' He then asked me if I could drive a van… Sure I can.

"'OK, you can be the van driver for my factory…' I used to pick up exhausts, wheels, chassis… That was my job. And by doing that, he paid me enough to live. I used to pay £10 per week for bed and breakfast, and I used to wash up at Ed's cafe near Snetterton for a free lunch.

"That was me driving for Ralph, and we had a great time. Ralph, to this date, is a guy that has the most spirit in racing that I've met. He's a man that wants to win. If we needed to test at Snetterton from five to dawn, he would rent the circuit to test for anything I want. Through Ralph I expanded and developed so much. He helped me get to the level that I got to.

"Ralph was telling me I didn't have a good engine. 'You have a good edge on the people you are competing against because of the way you are driving, it's not your engine.'

"I kept pushing Minister for a new engine, and they kept telling me they were

"Ralph Firman thought I had some money…I didn't"

Roberto Moreno

All smiles: The Brazilian had long and varied career in the top flight

Rolling back the years: in the wet at Brands Hatch in late October

Photos: Xxxxx

Moreno shares the front row with Mike Thackwell in European F2 at Brands in 1984

doing the best they can. They pulled out this engine that had this hole in, got all the pieces from my engine, put them in that engine and it had a good one-and-a-half to two horsepower more, and that was called 'Patch', and we got that for the Formula Ford Festival.

"We went testing at Snetterton and Ralph said, 'now you have an engine to your level.' I have to thank everyone involved who helped me to get to that level, because my winning the Formula Ford Festival… This guy, Peter Collins, was watching, and he offered me a three-year contract to be the test driver for Lotus, the Formula 1 team."

Question: Was that [Festival win and Lotus deal] a career-changing moment?
RM: "I never really drove the Lotus that much. But they gave me £10,000 per year.

The eyes still have it in 2021

That was enough for me to come to England every year. My career sort of developed from there. Another person extending a hand to help me, and it went on and and on and on.

"Then I was at Brands Hatch when Barron Racing asked me to replace one of its drivers. We came to test the Formula 3 car on the Indy circuit. After three laps I stopped and I said, 'I don't know about wing cars, but the car understeers.' Nelson used to tell me that if the car understeers in fast corners, you put wing on. I said, 'Don't you think we should put some more front wing on?'

"'Really? You've only done three laps….' Still, they put two degrees of front wing on, I went out and I was quicker. I came in and said, 'let's try two degrees more.' Within five laps I was quicker than the other drivers, because they never changed the car.

"Now I'm saying, 'look, in a Formula Ford car here at Brands Hatch, we touch the ground. This car doesn't touch the ground, and that's how we developed. It was a ground effect car, and we went faster. We didn't know anything about this but we went faster. And then a little more, and we were quickest of all the drivers in the test by half a second or so.

"The engineer said, 'can we lower any more?' I said I'm touching right now, but let's try a little bit more. I hit the ground at the esses into Clearways, and I smashed the car in the tyre wall and I destroyed it. Now he had to go to the team owner and say, 'I've found the driver I want… but I have bad news. He just destroyed the car!' I still got the drive.

"Every year, somebody extended their hand. But if it was not me listening to Nelson and coming to do Formula Ford, and then win the Festival the way we won, Peter Collins would not have hired me for Formula 1 in the future, thinking that if he had me under contract it would be something worthwhile.

"Formula Ford is what made my career. Coming to England was also what made my career."

Question: Your second-place finish with Nelson winning the Japanese Grand Prix for Benetton in 1990 must be a precious moment?
RM: "Nelson was that motorcycle mechanic, and he saw so many things that I couldn't see. And then funnily enough the best time I had in Formula 1, my best result, was with him with Benetton. That also came together at the last minute. I was absolutely in the right place at the right time.

"Being on that podium [in Japan] I was able to thank him for all he'd done for me in 1979 convincing me to come to England and do Formula Ford. He'd said to me 'You'll find a factory team that will sponsor you… And it happened. Ralph [Firman] took me.'

MN sets the scene: Moreno has fond memories and lifelong friends from his time in Attleborough, Norfolk and the Van Diemen van driver days and that was plain to see at Brands Hatch last month. He mentioned washing up at Ed's cafe in return for a free lunch earlier, which reminds us of a special story Roberto told

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The Lotus contract for 1982 brought only a few chances to test drive

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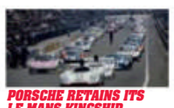

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FEATURE

The 1990 season began driving the truly dreadful EuroBrun

me a few years ago, and one worth repeating. 'Miracle' isn't a strong enough word.

At Jerez in 1990, a couple of weeks before Roberto's Benetton opportunity and 1-2 podium with Nelson Piquet, he failed to pre-qualify the EuroBrun at Jerez. By 0900hrs on Friday he was already a spectator, and with Ed [Devlin], who owned the cafe he washed up at in his early Van Diemen days, they ventured out to watch F1 first qualifying from the banks with the fans. Then one of their closest friends, Martin Donnelly had an horrific career-ending crash right in front of them.

Question: Your bonds with Norfolk came to the fore at Jerez 1990 with Martin Donnelly's crash?

RM: "Yeah I was at the corner. I was looking at him all the way through. It was amazing because I saw he was coming, so I followed him all the way around the loop. I saw him from the slow corner, and coming up through the gears, and he was absolutely flat towards us, and then I could see he didn't turn, and the engine did not stop. As a driver, I was driving with him almost with my eyes. I had seen that he had not turned before the corner and was on full throttle. The moment he didn't turn, my breath stopped completely, because I knew what was going to happen next.

"I just saw this explosion, bits and pieces flying everywhere, I saw him lying on the ground, and I closed my eyes, because I actually thought he was dead. Ed is twice the size of me, and was trying to get over the fence to help him. I didn't want Ed to go over the fence. I knew he was his good friend, so I convinced him not to go. I just turned away because I thought that was it. I had to walk away.

"Later that day we were together when news came through and Ed told me he had survived. I said 'no f***ing way', because I was sure he was dead."

MN sets the scene: It's the Friday evening before the Festival as Roberto talks, full of enthusiasm for the weekend ahead.

Question: So, you were back at Brands, 41 years after you won the Festival, what was it like to be back in a Formula Ford car after all that time, and having driven so many other types of car since?

RM: "I jumped off the airplane, I got to Brands Hatch. I didn't even have time for a shower, and I jump in the race car, and all those kids… Yeow, yeow, passing either side of me! I'm like 'shiiiiiiiiiiiiit!! What did I do?'

"I calmed down a little bit and started from scratch. I erased all my memories of everything and started from the beginning and went back to thinking 'what was I doing when I was driving Formula Ford for the first time?' I started from there. The next session was a bit better, then a bit better… Then it rained and I was lost. I'm suddenly, 'wow… This is not so good.'

"Jonathan made some changes on the car, and the car went better, and some more and better. OK, I can drive now. I went off one time, but got it going, and I started to love it.

"In the last test session, I actually drove the car and I started fighting other drivers and I found myself coming down Paddock Hill and had my wheels interlocked with another driver, and I'm thinking, 'oh, oh, I don't know that driver!'

"It's amazing how quick those cars are, how much you have to slide to control, and it's all coming back together. I'm not that fast yet, but I think I can get there with a bit more running…." ■

Moreno shared his day of days in Formula 1 alongside his old motorcycle mechanic, Nelson Piquet

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FEATURE

Ash Sutton used his head as much as his right foot

SUPERB SUTTON REINS IT IN TO PREVAIL FOR A THIRD TIME

The Infiniti man drove with his head and his heart to succeed again. Matt James reports

Because of the tight nature of the British Touring Car Championship and myriad variables that are put in each driver's way, it took Ash Sutton until the penultimate race to claim his third title.

In truth, the writing had been on the wall for the others from the end of the sixth meeting of the campaign at Thruxton. Sutton had steadily built his buffer at the head of the points and leaving Hampshire, he had a comfortable 30-point cushion. From that meeting onwards, Sutton was in protect-and-preserve mode. While that is no easy thing to do in the cut-and-thrust BTCC, he managed his racecraft and tempered his enthusiasm to land a third crown, eventually by more than 50 points.

The Laser Tools Infiniti Q50 had been introduced into the series in 2020. It was a brand-new car which had been inspired by the Infinitis that had first run in the BTCC in 2015 under the Support Our Paras project, but the fresh machines also had taken cues from other areas. Technical details of all cars once they are built are available for each team to see and Laser Tools Racing boffins had scrutinised the 2019 build of WSR's BMW 330i M Sport before creating its own rear-wheel-drive rocket ship.

The team told all who would listen that it hadn't devised the Infiniti simply to be a BMW beater but the similarities in the dynamics of both cars – such as the fact there is only a single millimetre difference between the wheelbase of both machines – showed that the plus points of the 330i M Sport were likely to be replicated in the Q50.

In its first year, Sutton drove brilliantly to claim the 2020 crown ahead of Colin Turkington in the final round at a damp Brands Hatch. It showed that the decision to pick the Infiniti had paid off for Laser Tools and Sutton, but the question remained about how much more could be extracted from the car?

That was answered superbly well in 2021. Given that Sutton was always likely to be a major contender, the driver and his engineer Antonio Carrozza worked hard on finding ways of coping with the success ballast that was going to be coming its way. That was crucial, because after the opening two meetings, Sutton didn't go into an event carrying less than the maximum 75kg. And, from the second meeting onwards, the Bishop's Stortford racer didn't qualify outside the top 10. The brainpower applied over the winter was the key to Sutton's success, as was his prowess behind the wheel. Five wins were delivered alongside four other podiums secured a handsome title win.

Colin Turkington's second place in the points table came under some serious threat over the latter part of the year. The WSR BMW 330i M Sport driver suffered more misery at Brands Hatch in the third meeting of the season when, hampered by 57kg of success ballast, he was mired in the midfield and even spun. He walked away from that weekend with only two points on the board and things didn't improve at the next meeting at Oulton Park when the four-time title winner was nerfed off the road at Cascades on the opening lap of race one. A rescue mission brought him 12 points to cap a truly miserable six-race run where Sutton – although not without dramas himself in those meetings – managed to stretch the gap to the BMW man to 37 points in those events alone. That was where the Northern Irishman's hopes slipped away. There were four wins but, tellingly, the final two were from reversed-grid races and it was a season where the German saloon simply wasn't in the same ballpark as the Infiniti. The 330i M Sport was such a well-refined car when it first appeared on the grid in 2019 that there really wasn't too much more to come from it while others were able to unlock more pace as the development process went on. WSR's reluctance to search for more pace from the engine (fearing a reduction in boost from officials) could also have contributed to this.

There were some very uncharacteristic moments to Turkington's campaign. He is known as Mr Perfect, and the sight of an unforced error at Donington when he spun at the Old Hairpin was perhaps a snapshot of his season. He was on the edge everywhere to try and stem the Infiniti tide, and it showed.

In the end, Turkington only finished three marks ahead of the BTC Racing Honda Civic Type R of Josh Cook. Unlike the Team Dynamics cars of Gordon Shedden and Dan Rowbottom, the BTC Racing versions were fitted with the bespoke TOCA BTCC Swindon engine and it was a potent combination at Thruxton, the scene of three of Cook's five wins. An opening flourish at the first meeting meant he was carrying significant weight over the opening half of the year and it wasn't until after the fourth meeting at Oulton Park that he was able to look like such a threat again. Cook manages to combine his pace with just the right level of aggression and would have finished as runner-up in the points but for being kicked out of second place in race two at Silverstone when his Honda failed the post-race rideheight check. Two further wins at Brands Hatch in the finale – the second taken with a full load of 75kg of ballast – showed that he deserved more.

Cook's late surge in Kent meant that he overhauled Tom Ingram in the points. Ingram had taken the brave step of leaving his long-time home at Speedworks Motorsport and he joined the Excelr8 Motorsport crew to handle its

ROUND BY ROUND

MEETING 1
***Thruxton** May 8-9*

Round 1: Josh Cook **Round 2:** Josh Cook
Round 3: Ash Sutton
Round-up: The acknowledged king of Thruxton Josh Cook (Honda) swept into action from the get-go with a brace of wins. The opener came as he profited from early contact between leader Ash Sutton (Infiniti) and Colin Turkington (BMW). Cook's second win was impressive with 75kg of ballast aboard. In a wet-dry-wet race three, Sutton passed Stephen Jelley's BMW then repassed Jake Hill (Ford Focus) to claim his first win of the year.

MEETING 2
***Snetterton** June 12-13*

Round 4: Colin Turkington **Round 5:** Ash Sutton
Round 6: Tom Ingram
Round-up: Colin Turkington (BMW) led the opener from pole and fended off an early attack from Tom Ingram (Hyundai) to claim a comfortable victory. A fully ballasted Ash Sutton (Infiniti) could only finish 11th. With no weight in the car, Sutton flew up the order in race two to pass Turkington for the win. Ingram leapfrogged the leading BMWs of Stephen Jelley and Tom Oliphant to take Hyundai's first ever BTCC win in race three.

MEETING 3
***Brands Hatch Indy** June 26-27*

Round 7: Tom Oliphant **Round 8:** Tom Ingram
Round 9: Adam Morgan
Round-up: Polesitter Dan Rowbottom (Honda) fluffed his getaway in race one on a damp track. Tom Oliphant claimed the advantage on his BMW and withstood pressure from Gordon Shedden's Honda over the latter stages. Tom Ingram (Hyundai) hunted down Oliphant in race two to win with Ash Sutton (Infiniti) in second, pipping Oliphant too. Adam Morgan dominated the finale in his BMW from Jack Goff (Cupra R).

MEETING 4
***Oulton Park** July 31-August 1*

Round 10: Dan Rowbottom **Round 11:** Rory Butcher
Round 12: Senna Proctor
Round-up: A great start helped Dan Rowbottom open his winning account in his Honda, finishing race one ahead of team-mate Gordon Shedden. There was disaster for Turkington (BMW) and Ash Sutton (Infiniti), who both went off at Cascades on the opening lap. A robust opening lap from Rory Butcher (Toyota) in race two gave him top spot ahead of Rowbottom. Race three was twice red-flagged and the biggest casualty had been Sutton, who copped damage. Senna Proctor (Honda) took the win.

MEETING 5
***Knockhill** August 14-15*

Round 13: Colin Turkington **Round 14:** Ash Sutton
Round 15: Tom Ingram
Round-up: From pole position and with only 15kg of success ballast aboard, Colin Turkington powered free for a race-one win in his BMW. Ash Sutton was fourth in his Infiniti in race one, and then stalked leader Turkington in race two before pouncing on a late error by the Northern Irishman to claim the win. Tom Ingram (Hyundai) dive-bombed BMW man Stephen Jelley to scoop a win in the weekend's finale.

Photos: Jakob Ebrey

The smile of a winner: Ash Sutton took five wins on his way to crown

Colin Turkington was under pressure in 2021

Rowbottom leads Shedden at Oulton Park

Two wins at Brands Hatch took Cook to the cusp of second place

Hyundai i30 Fastback N Performance.

The South Korean machine had shown flashes of pace in 2020 during its debut season and so Ingram, who took his engineer Spencer Aldridge with him to his new home, had plenty to prove.

They were winners by the second meeting of the season at Snetterton (albeit in a reversed-grid race) to make history for the marque. But there was still the pesky success ballast to contend with and this is where the combination struggled. Ingram was second in the points for the majority of the middle of the season, which meant he went into most meetings with 66kg aboard. It showed, and only 28% of his points came from the opening race of each event. He had to rely on shedding the ballast in race one and then going on the charge in the next two to keep his tally ticking over, which he was very successful at on his way to as many podium finishes as eventual champion Sutton.

'Hard work was the key to Sutton's title glory'

Ingram works hard at his racing and his efforts away from the track are matched by his prowess on it. When the car was working, his overtaking was again supreme and he deserves the overall title. The most impressive aspect of his season was the seamless way he switched from one team to another without a blip in his competitiveness. The work that he and Aldridge did behind the scenes to make this happen can't be underestimated. Worryingly for his rivals, now the learning is behind them, 2022 could be a very fruitful one indeed. They will be delighted that with the new hybrid power systems coming on stream, success ballast will be a thing of the past…

One of the revelations of the season – not that it was a surprise to those who had been watching – was Jake Hill. Ensconced in the MB Motorsport Ford Focus, the Kent racer had the platform to deliver on the promise he had already shown in burgeoning BTCC career and he did so with aplomb.

The evidence was clear from the opening round of the year in tricky conditions at Thruxton, and he walked away from that meeting with three podiums and the championship points lead. What Thruxton had shown in spades was his car control, which has always been superb in mixed conditions and is a good barometer of a driver's skill set. He was only denied a race win when the conditions went against him in the latter part of the finale in Hampshire. But what was more impressive was his mindset throughout the campaign. Hill's has lost any impetuosity he might have displayed in previous seasons and put together a solid points-banking year.

It was the kind of campaign that can deliver the big rewards, and a career-best fifth in the points was the result. He was another who struggled when the big weight was aboard the Focus and had no answer for it in some of the qualifying sessions (notably Silverstone when he lined up in a lacklustre 22nd spot, although he went on to win the final race there) and that is what took the impetus out of his title charge in the latter part of 2021, but he had made the right impression up to that point.

Three-time champion Gordon Shedden has a right to feel frustrated with a fraught 2021 campaign, which started with a sizeable accident at Thruxton and was then dealt a hammer blow at the second meeting when he was kicked out of pole position for an illegal rear wing. It meant that he went into the middle part of the year with little success ballast, but he was hanging on to the coat-tails of the title frontrunners. Too often he was tripped up in the mid-pack order and a double victory at Donington Park in October's penultimate meeting showed what might – and should – have been. Sixth place in the points was a great rescue job.

Perhaps more pressure was put on Shedden by the performance of his team-mate Dan Rowbottom, who took two pole positions and a breakthrough win at Oulton Park in August. After a year's sabbatical and only one year's BTCC experience behind him, the expectation was high as he took over the car previously driven by Matt Neal. His performances were simply superb. His racecraft was exemplary from the opening round at Thruxton and he quickly proved he belonged at the front as he raced to ninth in the points. It was one of the heart-warning stories of the season.

As Ingram jumped ship from Speedworks to Excelr8, Rory Butcher filled the vacancy in the factory Toyota Corolla. The Flying Scotsman struggled over the opening part of the campaign to gel with the hatchback, but he and the team turned a corner from the fourth meeting of the season at Oulton Park onwards. There was a win in Cheshire and a brace of victories on the smooth Tarmac at Silverstone, which were the highlights of his campaign. Indeed, from the mid-point of the year, Butcher was the fifth-highest points scorer which gives a glimpse of how he has clicked with the car. If he can maintain that momentum from the start of a 30-race season, he will be a title threat in the future. ■

MEETING 6
Thruxton August 28-29
Round 16: Josh Cook **Round 17:** Ash Sutton
Round 18: Adam Morgan
Round-up: Josh Cook made a great start and the Honda man had hit the front by the time the cars got to the Complex on lap one. Jake Hill (Ford) pulled off one of the overtakes of the season for second place. Sutton was similarly robust as he rose from fifth to win race two in his Infiniti. He pipped his mate Cook. In race three, Adam Morgan (BMW) won from pole position with Colin Turkington (BMW) in his wheeltracks.

MEETING 7
Croft September 18-19
Round 19: Aiden Moffat **Round 20:** Jake Hill
Round 21: Colin Turkington
Round-up: From pole position Aiden Moffat (Infiniti) powered to his first win of the season, but he was under stern pressure from Jake Hill's Ford throughout. In the second race, Hill jumped Moffat on lap one to win while Colin Turkington's BMW was shuffled down the order to seventh. Turkington made amends in race three with an untroubled win from pole, his 13th at the track. Gordon Shedden (Honda) was second from Ash Sutton (Infiniti).

MEETING 8
Silverstone September 25-26
Round 22: Rory Butcher **Round 23:** Rory Butcher
Round 24: Jake Hill
Round-up: Finally, it all came good for Rory Butcher in the Toyota Corolla. The Scot dive-bombed leader Tom Ingram (Hyundai) in the opening race to claim the victory. Dan Lloyd (Vauxhall) scored a third place. Josh Cook (Honda) managed to pass Butcher in race two but ran wide and handed the lead back to the Corolla man. Cook's car later failed a rideheight test. In race three, from third on the grid, Jake Hill (Ford) overtook Lloyd for a lead he would not relinquish. Ash Sutton (Infiniti) was third.

MEETING 9
Donington Park October 9-10
Round 25: Gordon Shedden **Round 26:** Gordon Shedden **Round 27:** Colin Turkington
Round-up: Gordon Shedden (Honda) drove to a win ahead of Dan Lloyd (Vauxhall). Shedden repeated the trick in race two despite 75kg of success ballast and having to overtake his brother-in-law Rory Butcher (Toyota), who had pounced early on. Tom Ingram's Hyundai had passed Shedden late on, but the positions were reversed by the stewards after a 'push to pass' at Coppice. Colin Turkington (BMW) was 11th after a spin, but went from pole in race three to win. Ash Sutton (Infiniti) struggled to eighth.

MEETING 10
Brands Hatch October 23-24
Round 28: Josh Cook **Round 29:** Josh Cook
Round 30: Ash Sutton
Round-up: Josh Cook won an intra-Honda battle with team-mate Senna Proctor to claim the win in the opening race. Gordon Shedden (Honda) was third, while title chasers Ash Sutton (Infiniti) and Colin Turkington (BMW) were sixth and seventh. Cook repeated the trick in race two from Dan Lloyd (Vauxhall), but sixth spot for Sutton was enough for him to seal the crown. From fourth on the grid, Sutton put in a champion's drive to win the final round from Dan Rowbottom (Honda).

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FEATURE

Photos: Jakob Ebrey

Sutton went on the rampage in the final race at Brands

The third title was a result of a clever approach to the 2021 run-in

ASH SUTTON: THE SHACKLES CAME OFF AT BRANDS HATCH

After winning the crown, champion Ash Sutton took one day off before he returned to work. One of his first engagements as a three-time title winner was to speak to internet-based BTCC radio programme Tin Top Tuesday. Here is what he told host Alan Hyde

Alan Hyde: What a way to finish the season – with a win at Brands Hatch…
Ash Sutton: "It was the perfect way to sign it off by winning the last race at Brands Hatch. It was like I was able to go back to what I would class as the old me and get stuck right in [it] was great."

AH: This year, you were sensible. It wasn't that you weren't actually *racing*, but you didn't take unnecessary risks as the year unfolded…
AS: "No, but if you look back to the start of the year, we were still charging through [the pack] and that is when we got the majority of our wins. But there comes a part of the campaign where you have to put that mindset on the shelf and you have to go for consistency instead and keep scoring the points.

"My engineer and I sat down at the midpoint and realised we were in a good place and we were slowly stretching the lead out.

"I think it was after the second visit to Thruxton in August was where [driving for points] really kicked in because that was the first point of the season when we actually had a really nice buffer."

AH: Did you feel caged not being able to be the normal Ash Sutton?
AS: "Yes, I did feel like that and that is why it was fantastic to unleash the racer in me during that final round at Brands Hatch. It is not that I didn't care during that finale at Brands, but there was nothing to risk anymore, there was no title on the line.

"My engineer and I were chatting on the grid beforehand and he said to me 'this is the first BTCC race in your career that doesn't matter'. Up to that point, every championship we have been fighting for and every point had meant something, but that was the first time I could strap myself in the car and just go racing. It was mega and from the moment the lights went out, I was on a high. We topped it off nicely with some winning burn-outs before I went into the pits."

> **"I want to be a BTCC legend"**
>
> **Ash Sutton**

AH: It was a hugely successful season with the teams' trophy, the Independents Trophy and the drivers' title. But you have already said you want to be one of the BTCC's most successful drivers of all time…
AS: "It is something that we would all love to achieve as drivers. To go down in the history books of the championship would be something very special.

"To be known as a legend in the sport is something we all aspire to. I am three championships in now and it is becoming more achievable with each year."

AH: There was a very good atmosphere with the team all season…
AS: "I love the guys who work on my car. They are mostly people I have been working with almost since I got into touring cars. In 2017, my number one mechanic was the chief mechanic back then. My current engineer, Antonio Carrozza, was my data engineer back then too. The team has developed within itself."

AH: Was that the same engineer who was playing solitaire on a laptop when stood next to your car just before the final race of the year [captured live on ITV4]…?
AS: "There is a little story behind this. What we decided to do for the last race was to allow everyone in the team to swap roles and they could pick what roles they wanted to do – apart from me, obviously I stayed in the car. My engineer was changing my wheels, the tyre guy was on the laptop playing solitaire, which was very funny. Everyone just changed around and did different jobs. It was all done properly and it was still safe, but we thought we would have a laugh with it. It was nice because there was no pressure."

AH: What about your racing future going forward?
AS: "It is all about preparing for 2022. Once you win the title you have all the media commitments and then you have to go around and meet all the sponsors. The 2022 season is going to be a big year, things will be different with hybrid power coming in and there are a load of different aspects coming into it." ■

Smokin': Sutton celebrates

First round disaster at Thruxton

STANDINGS

British Touring Car Championship 2021

POS	DRIVER	CAR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	TOTAL
1	Ashley Sutton	Laser Tools Racing Infiniti Q50	8	7	**21**	5	**22**	17	11	17	8	2	8	0	13	**22**	11	11	**21**	6	10	11	16	10	13	15	10	13	8	10	10	**21**	357
2	Colin Turkington	WSR BMW 330i M Sport	6	9	10	**23**	18	9	0	0	2	0	4	8	**23**	18	8	4	10	17	13	9	**21**	10	15	8	11	6	**22**	9	13	0	306
3	Josh Cook	BTC Racing Honda Civic Type R	**22**	**22**	1	0	2	13	7	12	11	1	0	4	15	13	0	**22**	19	9	12	15	11	11	0	0	8	9	11	**21**	**21**	11	303
4	Tom Ingram	Excelr8 Trade Price Cars Racing Hyundai i30	17	10	0	17	13	**21**	10	**21**	4	0	7	1	6	10	**21**	6	4	12	4	13	13	18	17	4	5	18	6	3	4	5	300
5	Jake Hill	MB Motorsport Ford Focus	15	15	16	7	0	4	13	0	3	8	13	9	10	15	0	17	13	13	17	**21**	9	0	7	**22**	0	7	17	4	6	14	295
6	Gordon Shedden	Team Dynamics Honda Civic Type R	0	0	13	1	5	16	18	0	0	19	10	15	8	11	13	3	0	0	6	10	17	0	0	0	**22**	**21**	3	16	15	9	251
7	Rory Butcher	Speedworks Motosport Toyota Corolla	11	0	0	15	11	10	1	2	10	13	**21**	0	7	0	1	13	11	10	0	0	5	**22**	**21**	3	15	16	13	0	9	7	247
8	Aiden Moffat	Laser Tools Racing Infiniti Q50	5	8	0	2	6	0	8	7	15	10	11	13	9	5	9	0	3	3	**22**	17	10	13	11	9	3	8	15	8	0	0	230
9	Daniel Rowbottom	Team Dynamics Honda Civic Type R	9	13	0	3	1	6	16	13	5	**21**	17	10	1	0	6	11	0	0	0	0	7	8	10	7	2	6	10	11	12	17	222
10	Senna Proctor	BTC Racing Honda Civic Type R	0	0	0	0	0	0	4	6	10	8	7	**21**	17	9	17	8	9	15	15	8	8	2	1	0	13	10	0	1	0	0	206
11	Daniel Lloyd	Power Maxed Racing Vauxhall Astra	0	2	11	9	4	3	5	10	7	3	0	5	0	0	0	5	6	5	7	0	0	15	5	18	17	11	9	13	17	3	190
12	Stephen Jelley	WSR BMW 330i M Sport	0	5	7	13	9	12	2	0	0	11	9	17	5	7	16	1	2	2	3	6	2	7	8	11	1	3	7	0	7	1	174
13	Adam Morgan	Ciceley Motorsport BMW 330i M Sport	8	0	0	10	8	8	0	4	**21**	15	15	11	3	0	3	9	8	**21**	8	7	0	0	0	0	0	0	0	2	0	0	161
14	Jason Plato	Power Maxed Racing Vauxhall Astra	10	11	17	0	0	0	3	8	13	9	0	3	2	8	7	7	7	8	0	4	0	6	6	10	10	0	1	0	0	6	156
15	Chris Smiley	Excelr8 Trade Price Cars Racing Hyundai i30	0	0	1	6	3	5	9	9	6	0	2	6	11	3	10	0	5	7	9	5	0	3	9	13	7	4	0	1	0	4	138

16 Tom Oliphant (WSR BMW 330I M Sport) 129; 17 Jack Goff (Team Hard Curpa R) 90; 18 Ollie Jackson (MB Motorsport Ford Focus) 77; 19 Tom Chilton (Ciceley Motorsport BMW 330i M Sport) 64; 20 Aron Taylor-Smith (Team Hard Cupra R) 33; 21 Dan Cammish (BTC Racing Honda Civic Type R) 30; 22 Carl Boardley (Laser Tools Racing Infiniti Q50) 29; 23 Sam Osborne (Motorbase Performance Ford Focus) 16; 24 Sam Smelt (Speedworks Motorsport Toyota Corolla) 5; 25 Jack Butel (Excelr8 Trade Price Cars Racing Hyundai i30) 4; 26 Jade Edwards (BTC Racing Honda Civic Type R) 1. **Non-points scorers:** Jack Mitchell (Team Hard Cupra R); Paul Rivett (Motorbase Performance Ford Focus); Jessica Hawkins (Motorbase Performance Ford Focus); Nic Hamilton (Team Hard Cupra R); Nick Halstead (Excelr8 Trade Price Cars Racing Hyundai i30); Andy Neate (Motorbase Performance Ford Focus); Andy Wilmot (Excelr8 Trade Price Cars Racing Hyundai i30); Rick Parfitt (Excelr8 Trade Price Cars Racing Hyundai i30); Glynn Geddie (Team Hard Cupra R). **BTCC Manufacturer/constructors Championship:** 1 BMW 869; 2 Motorbase Performance/Ford 782; 3 Toyota 695. **BTCC Teams' Championship:** 1 Laser Tools Racing 588; 2 BTC Racing 531; 3 Team Dynamics 472; 4 WSR 460; 5 Ginsters Excelr8 with Trade Price Cars Racing 445; 6 MB Motorsport 384; 7 Power Maxed Racing 362; 8 Speedworks Motorsport 252; 9 Ciceley Motorsport 242; 10 Team Hard with Autobrite 94; 11 Team Hard with HUB Financial Solutions 47; 12 Motorbase Performance 28; 13 Excelr8 with Trade Price Cars Racing 12; 14 PHSC with BTC Racing 3. **Non-points scoring team:** ROKiT Racing. **Independents Trophy:** 1 Sutton 404; 2 Ingram 360; 3 Cook 350; 4 Moffat 304; 5 Shedden 302; 6 Rowbottom 293; 7 Lloyd 263; 8 Proctor 257; 9 Morgan 238; 10 Plato 238; 11 Smiley 220; 12 Goff 185; 13 Chilton 133; 14 Taylor-Smith 120; 15 Boardley 94; 16 Butel 55; 17 Cammish 32; 18 Edwards 25; 19 Parfitt 23; 20 Mitchell 19; 21 Hamilton 10; 22 Wilmot 3; 23 Halstead 2. **Non-points scorer:** Geddie. **Rounds:** 1-3 Thruxton (May 8-9); 4-6 Snetterton (June 12-13); 7-9 Brands Hatch Indy (June 26-27); 10-12 Oulton Park (July 31-August 1); 13-15 Knockhill (August 14-15); 16-18 Thruxton (August 28-29); 19-21 Croft (September 18-19); 22-24 Silverstone National (September 25-26); 25-27 Donington Park (October 9-10); 28-30 Brands Hatch Grand Prix (October 23-24).

Advertising enquiries: 01732 446757

BTCC REVIEW

Photos: Jakob Ebrey

THE BTCC DRIVERS' DRIVER OF THE SEASON

***Matt James** ducked the responsibility and got the abacus out. He totted up votes from the drivers themselves to pick out the stars*

There were 12 different winners across the compact 30-race British Touring Car Championship schedule in 2021 and an incredible 18 individual racers climbed onto the rostrum for a top-three finish during the course of the season.

Picking the outstanding performers over the length of the season is always a tricky task, so Motorsport News has once again dipped out of that responsibility and handed over the decision to those who experienced the championship from the most invested viewpoint of all: the cockpit.

We polled each of the top 10 finishers in the overall drivers' standing for 2021 to find out who they thought had been the cream of the crop. It's not about who scored the most victories or podiums: this is a view about who performed – or even overperformed – at the very highest level.

Do you agree with the collected brains trust of the BTCC frontrunners? If not, please let us know at motosportnews.ed@kelsey.co.uk.

1 ASH SUTTON

Team: Laser Tools Racing; **Car:** Infiniti Q50; **Wins:** 5; **Other podiums:** 4; **Fastest laps:** 5; **Laps led:** 37; **Qualifying average:** 7.70; **Bonus points:** 9; **Championship position:** 1st, 357 points

There is hardly a flaw in Ash Sutton's armoury, but he was a different kind of driver in 2021. Gone were the on-the-edge moves that could have put him in peril and instead he preferred to collect the points when he got the chance.

Look at the facts: he had three wins in the bank and a 30-point buffer by the time the series had completed six rounds, and he played the percentages thereafter. There had been flashes of the old Ash at the start of the year, including a superb fight from 11th to win race two at Snetterton. He signed off with a flourish at Brands Hatch's finale, too, once the crown was safely in his locker.

Sutton has ironed out his only weakness, which was perhaps impetuosity, and has added savvy to his error-free speed and racecraft.

2 TOM INGRAM

Team: Excelr8 Trade Price Cars Racing; **Car:** Hyundai i30 N; **Wins:** 3; **Other podiums:** 6; **Fastest laps:** 3; **Laps led:** 27; **Qualifying average:** 11.00; **Bonus points:** 8; **Championship position:** 4th, 300 points

This was a season about vindication for Ingram and he was quick to point that out when he stepped off the podium at the end of round six at Snetterton as a race winner.

His switch away from Speedworks to the largely unproven Hyundai, run by Excelr8 Motorsport, turned the spotlight on his ability to extract the most from the programme and lead the line.

He did it superbly and, perhaps, the only downside for the Hyundai was its inability to cope with the success ballast it accrued. It's not fair to blame the driver for that…it was a solid building block, but the proof of the hard yards trudged this year will be in his results in 2022.

3 JOSH COOK

Team: BTC Racing; **Car:** Honda Civic Type R; **Wins:** 5; **Other podiums:** 3; **Fastest laps:** 7; **Laps led:** 95; **Qualifying average:** 7.00; **Bonus points:** 13; **Championship position:** 3rd, 303 points

Half of Josh Cook's eight podiums in the 2021 fight came at Thruxton, where the Bath racer has always excelled.

The Honda man flew when he hit the sweet spot but was saddled with big weight from the outset after an opening brace at the Hampshire track. It wasn't until he had dropped out of the top six of the points and got the level of success ballast down to a reasonable level that he was able to reassert his charge.

Cook is a pleasure to watch drive and is uncompromising, but the consistency needs to be bolted on to mount a major title campaign.

4 JAKE HILL

Team: MB Motorsport; **Car:** Ford Focus; **Wins:** 2; **Other podiums:** 7; **Fastest laps:** 2; **Laps led:** 36; **Qualifying average:** 8.00; **Bonus points:** 5; **Championship position:** 5th, 295 points

There had been big changes in the background going into 2021, with Hill installed in the MB Motorsport Ford Focus. The Kent racer was given a chance to shine and he grabbed it with both hands.

There were some truly remarkable drives, and his feel for mixed conditions was no more evident than in the opening meeting at Thruxton when only the weather gods denied him a victory. But with the points on the board, he showed a level of maturity that others would envy to win twice and finished on the coattails of perhaps the more established stars. It was another real step forward for the Kent man.

5 DAN ROWBOTTOM

Team: Team Dynamics; **Car:** Honda Civic Type R; **Wins:** 1; **Other podiums:** 3; **Fastest laps:** 2; **Laps led:** 6; **Qualifying average:** 7.70; **Bonus points:** 6; **Championship position:** 9th, 222 points

This was a break-out season for Dan Rowbottom. With only 30 races behind him, he pulled up a chair at the top table and had three-time champion Gordon Shedden as his dining companion.

The results were spectacular. Not only was there immediate pace – as proven by two pole positions – he showed he belonged at the front. Perhaps the biggest impression was left by his superb racecraft, which was both inventive and successful. With a second season at the team, Rowbottom will be a threat for the championship, no question.

6 COLIN TURKINGTON

Team: WSR; **Car:** BMW 330i M Sport; **Wins:** 4; **Other podiums:** 4; **Fastest laps:** 4; **Laps led:** 107; **Qualifying average:** 6.00; **Bonus points:** 12; **Championship position:** 2nd, 306 points

Colin Turkington slipped up at Knockhill, where he handed a win to Ash Sutton. The world truly stopped turning on its axis when the BMW driver spun in race two at Donington as the pressure was mounting in the points chase. Earlier in the season, he had spun at Brands Hatch too.

It was not the sort of Turkington we have come to expect, and those incidents alone match the amount of errors he has made in the last five years alone. Slippery conditions have often been a nemesis for the WSR-run car and it proved so again. When things ran right, such as they did at Snetterton, he maintained the edge of perfection. Elsewhere, it became an uphill battle.

7 DAN LLOYD

Team: Power Maxed Racing; **Car:** Vauxhall Astra; **Wins:** 0; **Other podiums:** 4; **Fastest laps:** 0; **Laps led:** 9; **Qualifying average:** 10.40; **Bonus points:** 1; **Championship position:** 11th, 190 points

Hustling the long-in-the-tooth Astra was always going to be a tough ask, and it seemed that Dan Lloyd would be in for another year of scant rewards. That was until the series got to Silverstone in September.

After qualifying on the third row, he was able to clear the hectic mid-pack and run in cleaner air near the front which allowed the car's engine to breath. That was the difference, and it showed in the performance of the hatchback. Four podiums in the last three meetings showed what might have been had the combination hit the sweet spot earlier.

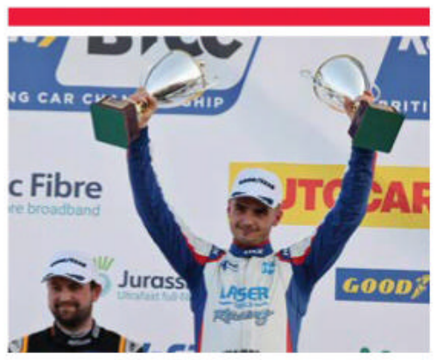
8 SENNA PROCTOR

Team: BTC Racing; **Car:** Honda Civic Type R; **Wins:** 1; **Other podiums:** 5; **Fastest laps:** 0; **Laps led:** 8; **Qualifying average:** 7.78; **Bonus points:** 3; **Championship position:** 10th, 206 points

Given Senna Proctor's points-scoring ratio in the nine meetings he competed in, the Honda driver should have finished in the top eight of the standings in 2021.

He joined late but showed immense pace with pole at Oulton Park. He fluffed his lines there and a win went begging, but he rescued things with a victory later that day. Having grown up in the championship, the Yorkshire man has shown the speed, and now needs a calmer head to reap the rewards that his talent deserves.

9 AIDEN MOFFAT



Team: Laser Tools **Racing; Car:** Infiniti Q50; **Wins:** 1; **Other podiums:** 3; **Fastest laps:** 0; **Laps led:** 18; **Qualifying average:** 11.50; **Bonus points:**2; **Championship position:** 8th, 230 points

When Aiden Moffat qualified on pole at Croft, the seventh meeting of the year, it was regarded as a shock. One win and one second place later, and he had vaulted from 12th in the points to seventh and the competitive streak continued.

He learned from team-mate Ash Sutton, without question, and his car control remains undiminished. Now he needs to add some consistency to his pace to truly join the BTCC's elite.

10 GORDON SHEDDEN

Team: Team Dynamics; **Car:** Honda Civic Type R; **Wins:** 2; **Other podiums:** 7; **Fastest laps:** 3; **Laps led:** 27; **Qualifying average:** 10.20; **Bonus points:** 6; **Championship position:** 6th, 251 points

The return of the three-time champ would have tested the patience of a saint. Gordon Shedden was the innocent victim too many times when it came to contact.

Losing pole for an out-of-position rear wing at Snetterton was a hammer blow. When the car was on song – at Oulton Park, for example – he had team-mate Dan Rowbottom and the BTC Racing fleet of rapid Civics also on the same pace as him; making headway was not easy. Things finally slotted into place with a double win at Donington Park, but it was too late for the big spoils.

COLUMNIST

DANIEL ROWBOTTOM

The Jack Sears Trophy winner reflects on a BTCC season that delivered the highs

Photos: Jakob Ebrey

Oulton Park delivered a win

Honda Civic driver dominated Jack Sears Trophy

Wow! That was quite a season. For my return to the British Touring Car Championship, it has been an amazing year and I am thrilled to be able to write this as a race winner in the championship.

After a tough 2019 lots of people, perhaps understandably, questioned why I was driving for Halfords Racing with Cataclean. I hope now that those Doubting Thomases understand what Matt Neal and Barry Plowman saw in me and that the faith was repaid. It has been a season of ups and downs, but then every driver will tell you that, and while you hate the lows, the highs sure outweigh them.

One of the highs had to be Thruxton at the start of the season. It didn't generate a win but it was such a significant way to start the season with frontrunning pace and a great way to show people what I am capable of.

To be racing up near the front and against, for example, Jason Plato, was a massive confidence boost. I knew I could do it, but to prove it to everyone else was really important. I am not knocking Ciceley Motorsport, with which I drove in 2019, but it was a real eye-opener driving for a squad which has won so many championships for drivers and the team itself, and just to see how the guys work and how the processes and systems were in place was revealing.

My next high was Brands Hatch and pole position, which was a mega feeling. You forget that although there are 30 races, there are only 10 qualifying sessions so to bag a pole isn't easy and I am still cross with myself for not making a better start, but I reckon I still raced well that weekend and proved again I could run at the front. I crossed swords with Tom Oliphant, which was all about learning and getting a feel for the nature of the racing in the BTCC, so it all went in the data bank.

Winning at Oulton Park was a brilliant feeling. I have worked so hard to be on the BTCC grid that to achieve a win was a huge release as well as a relief. I was quite emotional in the car because of all the hard work and sacrifices that my wife, Sadie, and I have made and of course the faith Cataclean has shown in me. Not only was it my first BTCC win, it was on Cataclean's home track and the first event of the year at which fans were allowed back in full capacity so it was the perfect event to take a win.

A second pole of the season at Thruxton was another highlight, as was winning the Jack Sears Trophy outright. It's funny really: I went into the year saying that to win the JST was the aim, but after Oulton I started thinking about the title outright. Maybe that was a bit naïve but the car was golden that weekend. As it turned out, we lost our way a little in the middle of the year and I am still not sure why, but the team regrouped and we knuckled down and battled forwards again.

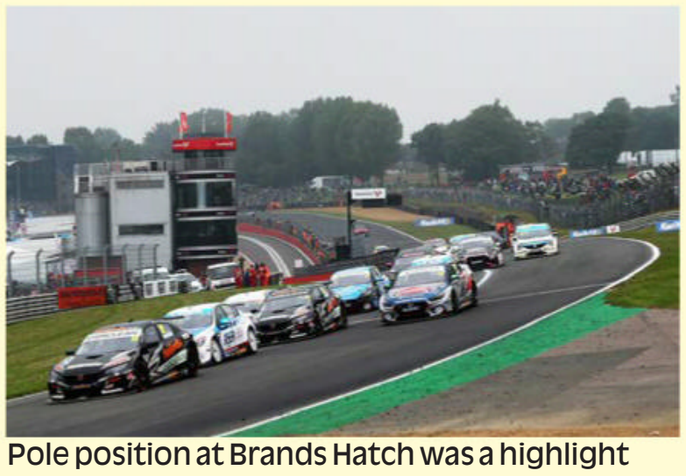
It was hard going from a win to having to fight to be right up at the front again but that is the BTCC isn't it? No-one gets a trouble-free season. Well, maybe Ash Sutton came close but even he had some dramas on occasions.

The other thing that I have had to do is learn about a new team-mate, namely Gordon Shedden. For Flash, it was his return to the series and the team, he didn't know me nor what to expect, so it took time for everything to gel together. I reckon by the three-quarter mark in the season we were doing OK and it was great for Flash to win twice at Donington because he'd had a really tough time up to then and needed some good results. He will be a weapon next year, that's for sure.

Mind you, I hope I will be as well. There are some tweaks and changes going on behind the scenes at Halfords Racing with Cataclean and they should make us stronger so that we come out fighting from the first free practice session of the season. I want to be back on the podium a lot more next year but I can't complain about my season: after all, I am a BTCC race winner now.

See you next season. I'm just off to look at my trophy again…and pinch myself.

Honda success: Rowbottom and Shedden (right)



Pole position at Brands Hatch was a highlight

"After winning at Oulton Park, I started thinking about the overall title"

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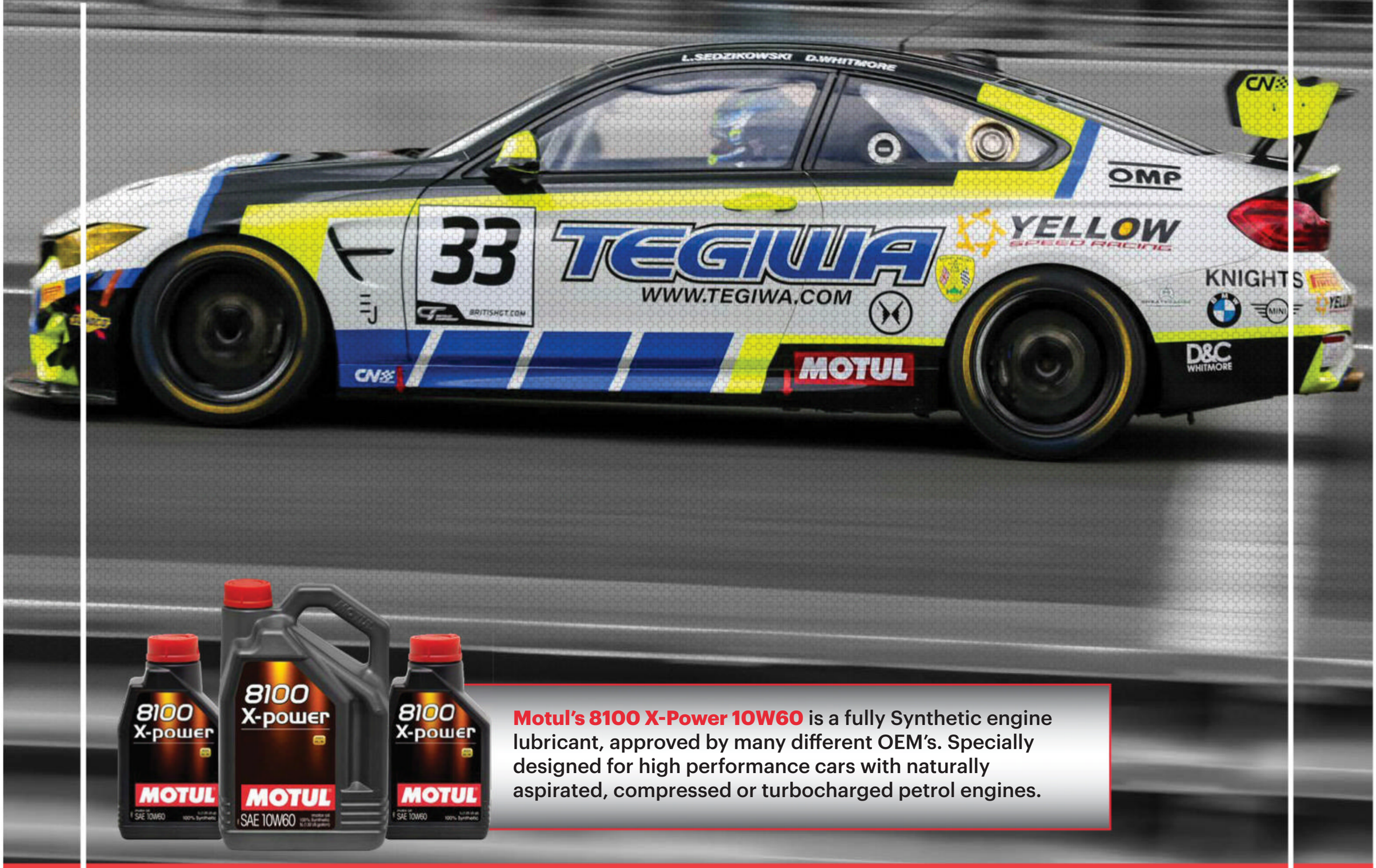

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GETTING OVER THE LINE

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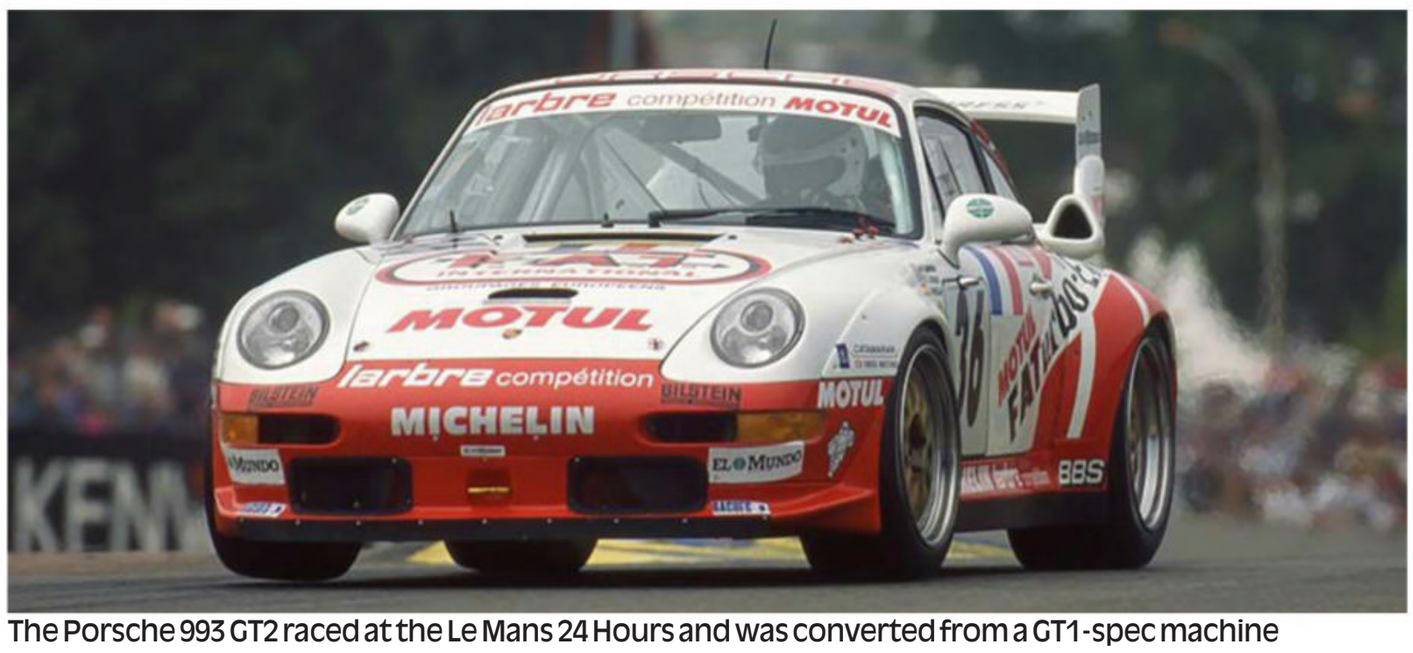
Motul ambassador Andrew Jordan has a dream project sat in the JRT workshops as he begins a rebuild for a racing customer

Since leaving the high-octane world of the British Touring Car Championship, where he won the 2013 title, Motul ambassador Andrew Jordan has been forging a slightly different career in the world of motorsport.

He runs JRT Racing along with his dad Mike and they've just taken in a special visitor that wears a Porsche badge in a refined retro Motul race livery. We called Andrew to find out more.

The car will be reworked in the JRT workshops

Jordan is excited about the chance to test car



The Porsche 993 GT2 raced at the Le Mans 24 Hours and was converted from a GT1-spec machine

Question: Andrew, that is a rather special Porsche. What is the story behind it?
Andrew Jordan: "We've worked with this customer since the 1990s. He's had lots of Porsches over the year: 962s, GT1s and has now just bought this 993 GT2. It's quite a rare one as it's done Le Mans three times and Daytona once. It was run by Larbre Competition, a French team, which is the link with Motul because it supplied the lubricants in period.

"It's one of three Porsches built to run in GT1 spec at Le Mans in 1995, which were then converted to GT2 spec. So, it's quite a rare car, but as ever with these, they're great in terms of history but they're in need of some TLC when it comes to build quality and attention to detail."

Question: Is this project a complete nuts-and-bolts rebuild?
AJ: "We're currently stripping it back to the bare shell, to really see what the metal work is like underneath. It's one thing to look at it with the paint on, but until that's all stripped off we don't know.

"It will then have fabrication work done where needed, and it will go on a jig to make sure the chassis is straight. Then the tricky thing is rebuilding it. The client wants it as new as when it left the factory, completely original. So we need to be disciplined and put it back as it was.

"We're not building the ultimate latest-spec GT2 car. That's hard, because with new technology we could make it better, but we'll be doing lots of research and specification to put it back as it should be when it left the Porsche Motorsport factory. It's a nice challenge to have."

Restoration will be faithful to the original parts

Question: Is it daunting for you to start such a project?
AJ: "No, it's not daunting. It's exciting. And this car is my absolute favourite.

"I always said if I was in a position to have a car like that, it would be a 993 GT2. We were really excited when we heard that was coming in. It's not an easy project to do, but unlike other cars where we're doing a lot of fuel tank and rollcage design, for instance, that's more daunting because there's more scope for things not to go according to plan.

"It'll take about six months to complete the rebuild."

Question: What will your customer use it for once you hand the keys back?
AJ: "He'll use it in the Peter Auto series and the Endurance Legends next year. Those events go around Europe.

"So, it's nice to see that it's a car that's going to be used, and he'll race it very hard and drive it as quick as he can. We're not only doing the rebuild either. We'll look after it at the events, too."

Question: With the distinctive Motul branding on the car, we guess you won't use anything else but Motul Lubricants?
AJ: "Absolutely. We'll use everything from gear oil to engine oil and brake fluids, like we do in all the other cars.

"I don't know the exact grade that we'll put in the engine. That will be determined by the engine builder. But yeah, we will put exclusively Motul in it and it will be put back to the original livery, which had Motul on it. That's how it ran in period."

Question: The car is obviously a bit of a hero machine of yours. What is it like to drive and how does it compare to touring and GT cars?
AJ: "I haven't driven it yet, but I've driven one similar and it was very cool. It's actually very basic in comparison to a GT car these days, in terms of damping, brakes etc…

"I will drive it when we test it. But it's very old school in the sense that it has a lot of horsepower and the damping isn't great, so it's quite a handful. A modern touring or GT car is so much more refined with its damping and brakes. The technology has moved on so much that it is easier and more comfortable to drive."

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RACING REPORTS

Photos: Gary Hawkins

BRANDS HATCH: MSVR BY BRIAN PHILLIPS — NOVEMBER 20-21

MITCHELLS IN IT FOR THE LONG HAUL AT BRANDS

The Mitchells had plenty of overtaking to do to climb to the lead of EnduroKa clash

Lucas Romanek (right) was a double winner in the Champion of Brands events

They didn't start as favourites, but brothers Gary and Ian Mitchell came through from 24th on the starting grid to beat the father-son pairing of Simon and Adam Bonham by just over half a minute after 396 laps in the third EnduroKa 500, the last race of the Brands Hatch season.

The Mitchells' car, running under the GM Performance banner, reached the front on lap 181, and remained a strong contender for the rest of the eight hours-plus event.

Along with the third placed car of Callum and Jim McDougall, partnered by Mike Marais and Leon Bidgeway, they only made three pit stops each while, at the other end of the spectrum, Nick Tandy and his trio of co-drivers visited the pits no fewer than 11 times on their way to seventh. The McDougall car was elevated to third by a time penalty for Paul Robson, Dave Mayer and Stratton Mackay.

Always among the quickest but unluckiest, Adam Blair maintained his unhappy record of not making the podium at this event when the car he shared with Scott Parkin, Oliver Wilmot and Mark Witherington left him stranded moments after taking second place in the closing minutes.

Mini Challenge rivals Dan Zelos, Max Coates and Dominic Wheatley shared one car to raise money for the British Motorsports Marshals Club and were on course for the top three or four when their car succumbed to gearbox problems, triggering an early chequered flag when it stopped.

About three hours of the race were spent behind the safety car, which was scrambled 19 times, just short of last year's record tally.

Lucas Romanek won the last two

Goes topped Supercup in his Seat Leon Cup machine

Champion of Brands FF1600 races in an Oldfield Motorsport Van Diemen before the series undergoes radical changes for 2022. The entry was small, but produced two tense encounters between Romanek and Morgan Quinn in a Team Dolan Van Diemen.

Romanek led all the way in race one under huge pressure from Quinn, who followed his rival again in race two before swooping past at Paddock with two laps to go. The effort was wasted when Quinn strayed wide at the same corner next time round, and a 5s track limits penalty rubbed salt in the wound. Ben Cochran was third best all day in another Dolan car.

Scott Parkin was already crowned Trackday champion in a diesel VW Golf, but he wasn't about to relax at the finale. He lapped all but second man Chris Payne and his Caterham. John Lyne's BMW was third after fighting his way to the front of a squabbling group, having lost out in the confusion when a safety car intervention coincided with the pitstop window.

Darren Goes (Seat) overturned a small points deficit to grab the MSV Supercup title. The shared Nick Jackson/Ollie Pidgley Seat and their team-mates Darren Brychta/Martyn Smith both did their best to unseat Goes from the lead, but Pidgley lost power in the closing stages and fell back to fourth.

RACE WINNERS

EnduroKa 500
GM Performance (Gary and Ian Mitchell)

Champion of Brands FF1600
Races 1 & 2: Lucas Romanek (Van Diemen JL13)

Trackday Championship
Scott Parkin (VW Golf TDi)

MSV Supercup
Darren Goes (Seat Leon Cup)

Trackday Trophy
Ryan and Scott Parkin (VW Golf TDi)

After a class win in the Supercup, Parkin's hard-working Golf needed some attention, and would have missed the non-championship Trackday Trophy race if the first attempt hadn't ended with a multiple shunt at the first corner, meaning that the grid reassembled.

Chris Kirby's Caterham looked set for victory until it pitted in a cloud of steam and leaking fluid. The honours were inherited by the Parkins, Ryan handing over to brother Scott towards the end of the pit window. The ultra-successful pair finished more than 50s ahead of a four-way contest which was only resolved when John Lyne's BMW reached the front of the queue.

BRISCA F1: SKEGNESS RACEWAY BY COLIN CASSERLEY — NOVEMBER 20

GRAY'S NEVER-GIVE-UP ATTITUDE LANDS HIM THE UNDER-25 SILVERWARE AT SKEGNESS GALA NIGHT

The Under 25-year-old championship has been the highlight of the season-ending Gala Night for many years and Kyle Gray added his name to the prestigious list of event winners last weekend.

Some 36 drivers entered the race and with some being turned away and with an influx of new drivers expected in 2022 organisers are already planning for qualifying races.

Ewan McCrudden took the early lead in the big race before being overhauled by Eddie Collins. Further back, Gray was making his presence felt by punting several cars into the Armco bringing out a yellow flag.

Collins kept his lead on the restart but Gray quickly moved into second place. As the race entered the second half, Gray made his move and took a race-winning lead. Collins held on for second place with Charlie Sworder making a late move for third.

Winner Gray said "It was hectic at the start, there were cars going everywhere, it was like skittles. I knew I had to get ahead of Collins as soon as I could. Someone dropped oil near the end and Collins closed in a bit, but it is hard to know how fast to go when you are leading without spinning out on the oil."

Collins, for his part, was delighted with his crew after reporting a perfect race car in the finale. He said: "I had gearbox problems in practice, but my crew worked hard to get me out for the race. We also cured the push I have had all year, it made a big difference."

Gray proved his Under-25s win wasn't a fluke by winning the meeting final. He passed circuit racer Ben Barnicoat in lapped traffic to take a comfortable win. Barnicoat came home second with Luke Davidson third.

Gray added: "I had some bad luck during the year and got a bit disillusioned, and probably didn't ty as hard as I should, but this shows you should never give up."

Third-place man Davidson said: "I am pleased with third, to finish behind a professional racing driver is OK with me." Barnicoat replied "That was a good stock car race, I got a good start and got through the yellows quickly, but I got caught up with some white tops and that allowed Gray to get passed me."

Results

Organiser: BMB and BriSCA F1 **When:** November 20 **Where:** Skegness Raceway **Starters:** 60.
Under 25s championship: 1 Kyle Gray; 2 Eddie Collins; 3 Charlie Sworder; 4 Casey Englestone; 5 Mika Ronitz; 6 Phoebe Wainman; 7 James Hall-Morton; 8 Callum Thornton; 9 Max Hertzog; 10 Jordon Thackra. **Meeting Final:** 1 Gray; 2 Ben Barnicoat; 3 Luke Davidson; 4 Lewis Evans; 5 Jacklyn Ellis; 6 Collins; 7 Mickey Randell; 8 Catherine Harris; 9 Tyrone Evans; 10 Simon Traves.

Gray took two wins with the Under-25 spoils and also victory in the final

WHAT'S ON

YOUTUBE

Roberto Moreno, this week's Q&A guest, has many fine achievements in racing.

But perhaps the best of them is somehow getting onto the grid for the 1992 Monaco Grand Prix – in an Andrea Moda, one of the most woeful efforts seen in Formula 1.

First Moreno had to get out of a savage hour-long pre-qualifying session, or else pack up on early Thursday. Moreno not only progressed, but got onto the race grid.

YouTube gives us a glimpse of it all. Sadly it doesn't have on-track footage but there's plenty from the Monaco pitlane plus has Moreno's thoughts on the whole thing (you can also glimpse a typical token Andrea Moda effort for Moreno's stablemate Perry McCarthy).

And the stakes were high, because as Moreno notes without pre-qualifying progression that might have been it for the team.

You can watch at: youtube.com/watch?v=PB-MIeynO4g or via searching: 'Andrea Moda Formula - 1992 Monaco Grand Prix (action + interview)'.

Such was Moreno's achievement that all from rival teams came out to applaud him in the pitlane, something that Moreno ranks as about his best racing memory.

He did it too setting his lap times early; the car's cooling only allowed a handful of laps' running...

Graham Keilloh

A rare sight: An Andrea Moda actually making it into a grand prix

TV GUIDE

Catch the Nitro Rallycross action from Phoenix in Arizona

The box this week offers an eclectic range of motorsport to watch. There are highlights of Phoenix's recent Nitro Rallycross round, featuring Kyle Busch. You can grab that at a bracing 0200hrs-0300hrs today (Thursday) on BT Sport 1 or again today at a more agreeable noon on BT Sport 2. And on Monday you can also watch the best of last weekend's action from California, at 1800hrs-1900hrs again on BT Sport 2.

You also can catch up with Australia's recent Supercars action from Sydney on BT Sport 2. Race 26 of the season is today at 1300hrs, followed immediately at 1400hrs by races 27 and 28. Race 29 is on Monday at 1900hrs followed by race 30 at 2000hrs.

Now we're nearing the year's end the season reviews are emerging, and on Monday Michelin Le Mans Cup's year is reviewed at 1630hrs-1700hrs on BT Sport 2, then there's an hour's round up of the European Le Mans Series campaign.

While if you want to reacquaint yourself with last weekend's World Rally Championship Monza finale, then you can on Sunday morning on ITV4 at 0830hrs-0930hrs. BT Sport also has round-ups today at 1100hrs-1200hrs on BT Sport 2 and at 1445hrs on BT Sport 1.

Graham Keilloh

LIVE TV

FORMULA 1 PRO SERIES, USA
Race: Thursday, 1930hrs-2100hrs, Sky Sports F1

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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!

Gary Hill's photo of Guy Martin racing a Trabant at Brands Hatch

Legends, from Gary Isherwood

Alex Ireland's shot from Knockhill

Cambrian, from Richard Salisbury

Graham Lomax's Mazda RX-7 pic

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*Correct at time of going to press

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Tin-top and Le Mans hero answers the readers' posers

INTERVIEW: DAN CAMMISH

The king who reclaimed his Porsche crown

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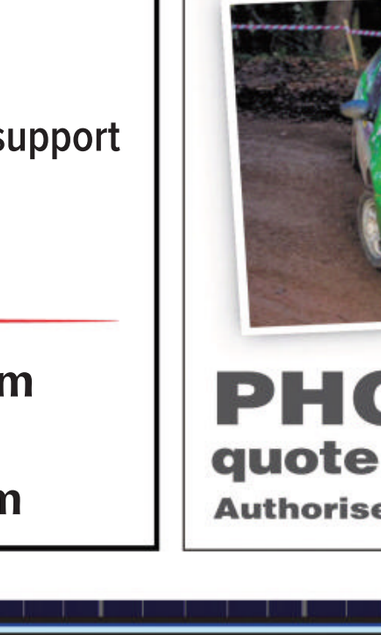

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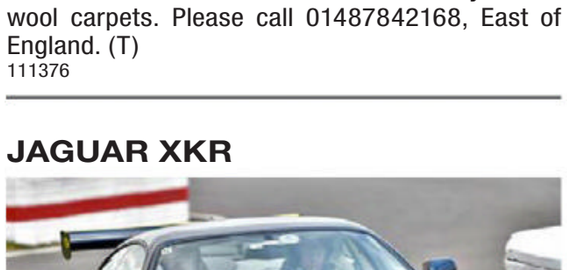

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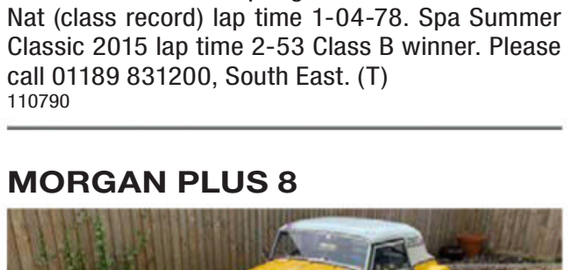

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